NORMANDY PARK 2044

Comprehensive Plan
Periodic Update

https://normandyparkwa.gov/community-development/comprehensive-plan/

Amending the Normandy Park Comprehensive Plan

- Ordinance No. 934 - 2016 Plan Adoption
- Ordinance No. 1011 – 2020 Amending the Vision and User guide, Land Use and Environmental Elements (Critical Areas Ordinance No. 997 and Shoreline Master Program Ordinance No. 998), Capital Facilities Element (Civic Center) and [new] Economic Development Element.
- Ordinance No. 1066 – 2024 Periodic Update adoption of Normandy Park 2044 including all Elements and adding a Glossary

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- *Normandy Park 2044* Overall Vision Statement
- Community Characteristics
- How to Use This Plan/Organization
- Complete Policy Framework
- Community Profile

Normandy Park 2044

Normandy Park's Comprehensive Plan is the city's foundational policy document that guides growth and development for the next twenty years.

The Comprehensive Plan sets out the community's vision for the future, sets out planning policies to guide city actions, and provides a framework so that city departments and community organizations can work together toward common goals. The Comprehensive Plan Vision establishes the community's desire for how the city should change, and what it should retain. The Vision is ambitious, yet achievable. It creates a dynamic tension that will challenge the community to continue to work to improve the qualities of the city.

Normandy Park 2044 Vision Statement

To ensure our hidden gem provides the highest quality of life, public safety, recreation, history, and community – all in the beauty of our natural surroundings.

Community Characteristics

Nestled in forests that are nurtured by waters draining to Puget Sound and the Salish Sea, Normandy Park is a testament to the ideals of safe and stable residential neighborhoods—anchored by a local police force that is the community—and the integration of the natural environment into the everyday lives of residents.

The residential character of Normandy Park, coupled with surrounding open spaces and environmentally sensitive areas are major components of the city's character, and it is essential that they be preserved.

Residents, businesses, and stakeholders envision Normandy Park's built environment growing as an extension of what it is today, with thoughtful, human scale livability additions to the housing, commercial, and institu-

tional parts of the community. These encourage and support walkable access to services, a vital and fiscally balanced economy, and attractive, affordable housing options for the community's increasingly diverse needs represented by all types of households. All of this is reflective of Normandy Park's role as a beacon of abundance *in South Sound communities.*

Residents support the preservation of the city's forested, park-like character through its open space and natural areas. Enhancement of the city's shorelines, streams and critical areas is also a priority, improving the beauty and biodiversity of such areas, including salmon runs.

Whether for work, for daily needs or for recreation, residents envision being able to move about easily and enjoyably using a well-maintained network of roads, streets and trails designed appropriately for each service area, as well as for transit.

Together, the residents, businesses, and stakeholders of Normandy Park, based on a culture of volunteerism underpinning community culture and governing decisions, pledge to work towards a future that preserves the city's safe, healthy, scenic, and slow-paced character, while enhancing its natural environment, economic vitality, and overall quality of life.

The Vision and community characteristics tie directly to the plan's elements (chapters) that provide the city's long-range policy direction for a number of topics. These policies serve as the basis for city regulations, capital investments, programs, and other actions. Together, the Vision and the policies help ensure that the work of the city is coordinated and help the community achieve its potential.

How to Use This Plan

As an update, this plan is based on direction and sets of policies that residents, businesses, and stakeholders have supported for decades. It offers a platform for reinforcing the positive aspects of the City while striving to overcome barriers to success, balancing the need to encourage growth and investment with the need to sustain and enhance qualities the community already cherishes.

For purposes of this plan, the terms *Goal*, *Policy*, and *Action* are defined as:

- *Goal*: A broad statement indicating a general aim or purpose to be achieved. A goal is a direction setter. It is an ideal future end, condition, or state related to public health, safety, or general welfare toward which planning, and implementation measures are directed. A goal is a general expression of community values and, therefore, is abstract in nature. Consequently, a goal is generally not quantifiable, time-dependent, or suggestive of specific actions for its achievement.
- *Policy*: A topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan's goals, reflecting topical nuance as well as an assessment of conditions.
- *Action*: A step envisioned or undertaken to effectuate plan policy. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations, or other strategies necessary to realize community goals.

To achieve full consistency with the Growth Management Act (GMA) and maintain the type of progress the community envisions, this plan must be seen as an ongoing venture, consulted with, and acted upon on a regular basis. The six-year Capital Investment Plan (CIP) is considered a functional plan supporting the Comprehensive Plan and is amended separately through the biennial budget process. Other functional plans that support the Comprehensive Plan are the PROST Plan, the Economic Development Implementation Plan, and the capital plans of utilities and districts that provide services to Normandy Park.

Organization

This plan is organized around its GMA components. These include:

- Land Use Element – This element describes the various land use conditions in Normandy Park and includes the Future Land Use Map, which describes use patterns and shows how those patterns are intended to change over time.
- Housing Element – This updated element includes statements of goals, policies, objectives and mandatory provisions for the preservation, improvement, and development of sufficient housing capacity in the city, and setting the stage for a policy framework to address future needs.
- Transportation Element – This element articulates conditions related to streets, roadways, and routes in Normandy Park, describing needs and future objectives supported in transportation policy.
- Capital Facilities Element – This element updates and combines the previous plan's Capital Facilities and Utilities elements,
- Parks, Recreation and Open Space Element – This element is provided to aid coordination of parks-related objectives with other community objectives and is derived from and references the 2023 PROS Plan Update.
- Environmental Element – This component is provided to coordinate environmental policy with other City objectives and incorporates the City's Shoreline Master Program (SMP) at NPMC Title 16 and Critical Areas Ordinance (CAO) at NPMC Title 18 Chapter 18.36.
- Economic Development Element – This element guides the city's economic progress to becoming fiscally sustainable and contains information related to economic development in Normandy Park. It references the Economic Development Implementation Plan as a functional plan element.
- Glossary – Definitions of terms and phrases necessary to distinguish comprehensive plan terminology from zoning terminology.

Appendices may be used to present information relevant to this comprehensive plan.

Each element includes a set of related goals and policies for the entire goal and policy framework. These are numbered sequentially without consideration to relative importance, using categorical abbreviations as follows:

- **G.01-LU** or **P.01-LU** – indicates a Goal or Policy, respectively; *and*
- **G.01-LU** – indicates the item number, in sequence; *and*
- **LU** – indicates closest association with **Land Use**
- **HO** – indicates closest association with **Housing**
- **TR** – indicates closest association with **Transportation**
- **CF** – indicates closest association with **Capital Facilities**
- **PR** – indicates closest association with **Parks and Recreation**
- **EV** – indicates closest association with **Environment**

Complete Policy Framework

The complete policy framework is intended to help the community achieve its Vision. It:

- Celebrates the community's proximity, access, and visual relationship to Puget Sound.
- Preserves and promotes safe, healthy, quiet, and secure residential neighborhoods.
- Honors the city's forested character.
- Establishes and preserves natural open spaces and environmentally sensitive areas.
- Enhances the water quality and habitat value of local streams and shorelines.
- Protects identified critical areas.
- Supports a healthy and connected relationship between the city's identified commercial areas and its residential communities.

- Supports cost-effective management of facilities, transportation systems and services.
- Promotes long-term economic and fiscal sustainability for the City.

Community Profile

The City of Normandy Park was incorporated in 1953 and adopted its first comprehensive plan in 1957. This update represents the sixth significant update of the city's comprehensive plan over the last 66 years. Previous updates occurred in 1979, 1987, 1995, 2004, and 2015.

Category	Number*
City Population April 2023	**6,840**
Percent population 18 and over	77.1%
Percent population 65 and over	**23.5%**
Median age of population	45.8 years
Percent race – one race	**81.1% White; 1.3% Black; .05% American Indian; 5.6% Asian; 5.2% Hispanic or Latino**
Percent adults 25 years+ with higher degree	55.1%
Median household income	**$122,467**
Per capita income	$63,421
Percent of individuals with incomes below poverty level	**6.8%**
Average household size	2.6
Total Housing units	**2,844**
Percent of housing that are attached units	13.6%
Percent owner-occupied housing units	**80.2%**
Percent renter-occupied housing units	19.8%
Median home value for owner-occupied	**$871,000**
Mean (commute) travel time in minutes	24.9
Language spoken at home other than English	**13.6%**
Percent of population: disabled	12.6%
Households with a broadband Internet subscription	**95.1%**

*Sources are Office of Financial Management (OFM) population estimates and 2022 American Community Survey (ACS) data

What you will find in this Chapter

- The purpose of a Land Use Element
- Urban Growth Area; Designation, Distribution and Location of uses of land
- Urban growth capacity/La nd Capacity Analysis – Housing and Jobs
- Population densities, building intensities, and estimates of future growth
- Protection of quality and quantity of groundwater used for public water supplies
- Special considerations for mitigating environmental health disparities
- Approaches that promote physical activity and reduce per capita VMT
- Drainage, flooding, and stormwater runoff policy and guidance

Introduction

Purpose of Element

This Land Use Element represents Normandy Park's plan for growth and maintenance of the physical character of the city over the next 20 years. This element describes how the goals in other plan elements will be implemented through land use policies and regulations and is a key element in implementing the Comprehensive Plan.

The Land Use Element has also been developed in accordance with King County Countywide Planning Policies (CPP--as amended) regarding land use and integrated with all other plan elements to insure consistency throughout the Comprehensive Plan.

The Land Use Element specifically considers the general distribution and location of land use and the appropriate intensity and density of land uses; provides for the protection of groundwater; gives special consideration to achieving environmental justice; considers using approaches that promote physical activity and reduce per capita VMT; reviews drainage, flooding, and stormwater runoff for corrective actions mitigating runoff that discharges pollution to Puget Sound; and intends to reduce and mitigate risk to lives and property in the Wildland Urban Interface zone.

Urban Growth Area

The City of Normandy Park lies in southwest King County west of SEA International Airport. The full extent of Normandy Park's boundaries—and its coterminous Urban Growth Area—are defined by the waters of Puget Sound on the west, 1st Avenue South to the east, the City of Des Moines to the southeast, and the City of Burien to the north and northeast. The Normandy Park UGA includes no growth from potential annexation areas.

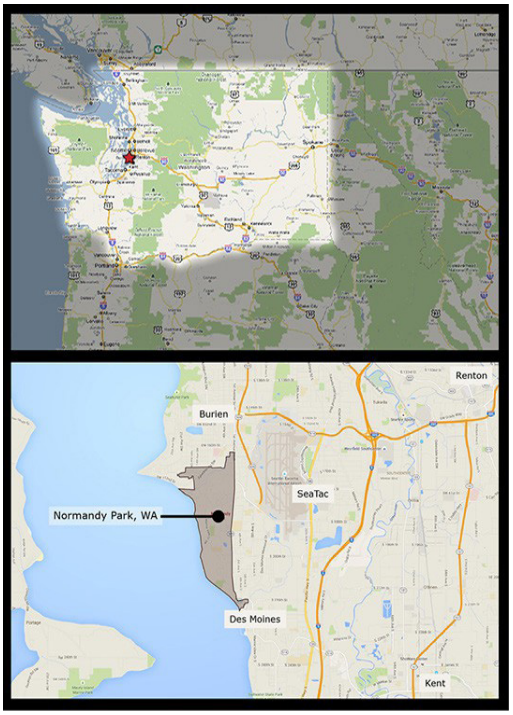


Figure 2.01 - Normandy Park's location, regional and local context.

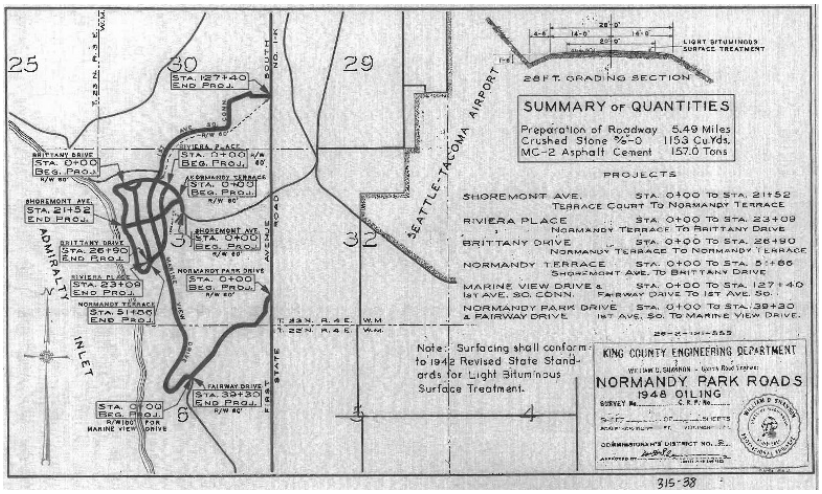


Figure 2.02 - Normandy Park's original orientation.

Land Use Designation

General Distribution and General Location

Owing to its origins as the Seattle Tacoma Land Company, Normandy Park has built out largely in single family detached fashion. The presence of the Puget Sound shoreline in both low- and high-bank waterfront, multiple watercourses that have carved out often substantial steep corridors, and classic glacier-shaped land forms, have influenced a built environment where in the western half of the city the single family development form has predominantly oriented towards views or locations alongside these corridors.

The eastern parts of the city are patterned more in a traditional post-war subdivision style, and most were annexed into the city in the 1980s after its 1953 incorporation. Two commercial centers at Manhatten Village and Towne Center developed at the northern and mid-central points of the city's orientation towards 1st Avenue S., which is the north to south running eastern boundary. The city's other commercial uses are scattered along this boundary, as well as the entirety of the multifamily neighborhoods, senior housing facilities, and four sites owned by religious organizations.

The other landforms affecting the city's general distribution of landforms include an extensive **park system** consisting of both natural and managed sites; **environmentally critical areas** in the form of steep slopes, wetlands, fish and wildlife habitat conservation corridors; natural and managed stormwater management **facilities and corridors**, and floodplains; shoreline management areas; and areas that are not yet served by the city's two sanitary sewer special districts. These latter are predominantly located in the north central areas around Sylvester, areas in the south past 208th Ave SE (the "whale's tail"), and (surprisingly) east-central annexed areas fronting 1st Ave S.

All of these landforms, whether natural or developed, have influenced the city's ability to grow in an efficient fashion. Table 2.01 shows the city's net area land use distribution by zone (the Comprehensive Plan land use designations—aka Future Land Use Map, or FLUM—are coterminous with the NPMC's zoning districts).

Table 2.01 General Land Use Distribution (acres)

Zone	Net acres*	***Percent*** net acres developed at current density	Constrained by Critical Areas	Constrained by sewer infrastructure	Developable Vacant	Redevelopable (LCA)
R-20	427.0	43.2	108.1	2.2	75.8	61.2
R-15	604.8	4.3	283.8	148.2	76.4	69.8
R-12.5	140.6	26.1	95.5	0.0	4.2	4.1
R-7.2	134.2	8.5	108.5	23.7	7.6	4.6
R-5	15.6	19.2	12.4	0.0	0.0	0.2
RM- 2400	8.7	52.8	4.1	0.0	0.0	0.0
RM- 1800	14.9	100	0	0.0	0.0	0.0
MU	8.3	48.2	n/a	2.5	0.0	1.8
NC	19.3	72	17	0.0	1.4	1.7
Total	**1373.3**	**n/a**	**725.9**	**176.6**	**165.4**	**143.5**

*The city's total area is 1,623.15 acres. The balance of the difference between this figure and the net acres in Table 2.01 is land in the form of public and private infrastructure facilities such as roads and dedicated city utilities. These facilities are zoned under the city's existing zoning districts; they are *not* separately zoned. The net acres in Table 2.01 also removed any land with a use code for schools, parks, government offices, etc.

Land Use Designations

Comprehensive Plan land use designations provide a long-range planning framework for those zoning district definitions in the NPMC Title 18. Comprehensive Plan land use designations are forward-thinking to indicate the intensity of new growth in urban areas to allow for more efficient and predictable provision of adequate public facilities, to promote an orderly transition of governance for urban areas, to reduce development pressure on rural and resource lands, and to encourage redevelopment of existing urban areas. (WAC 365-196-300 (1).)

Normandy Park 2044's land use designations express this in the form of assumed density levels: the density at which future development is expected to occur as specified in the Land Capacity Analysis (LCA, see the Housing Element). An assumed density under the GMA is a density sufficient to permit the urban growth that is projected to occur. (WAC 365-196-300 (2) (b).)

This is in turn is the city's urban growth capacity and corresponds to King County UGC and PSRC Vision 2050 Regional Geographies, where Normandy Park is classified under Cities and Towns. The City of Normandy Park has the growth target capacity in its assumed density levels to accommodate its 2044 growth targets, of which a subset of affordable housing targets is included. This update does not propose site-specific designation changes to any existing areas.

Table 2.02 - General Land Use Designation

Designation Assumed Density Level (UGC)	NP 2044 Description	Implementing NPMC zoning district
Residential *Very Low Density* < 4 DU/acre	This designation provides for predominantly single-family residential development at densities typically between 2 and 3.25 DU/acre.	R-20 (2 DU/acre) R-15 (2.7 DU/acre) R-12.5 (3.25 DU/acre)
Residential *Low Density* 4-10 DU/acre	This designation provides for predominantly single-family and multi-family residential development at densities typically between 6 (R-7.2) and 8 (R-5) units per acre.	R-7.2 (6 DU/acre) R-5 (8 DU/acre)
Residential *Medium Low Density* 10-24 DU/acre	This designation provides for multi-family development at densities up to 18 DU/acre.	R-2400 (18 DU/acre)
Residential *Medium High Density* 24-48 Du/acre	This designation provides for multi-family development at densities up to 24 DU/acre.	R-1800 (24 DU/acre)
NC *Medium High Density** 24-48 Du/acre	The Neighborhood Center designation provides for mutually supporting shopping, business, and personal service activities. Professional offices and multiple-family residential uses are encouraged as secondary uses.	NC: The residential component* (if included) of an NC project at a max. 1 FAR = density @ 45 DU/acre.
MU *Medium High Density** 24-48 Du/acre	The Mixed Use designation combines professional office, medical clinics, and business office, limited personal services, multiple-family residential, and related uses.	MU: The residential component* (if included) of an MU project at a max. .75 FAR = density @ 45 DU/acre.

The city's zoning districts are affected by various overlay districts including shoreline management areas (SMA), floodplains, Transfer of Development Rights (TDR), and commercial redevelopment area focus (NPMC 18.105.025). For this latter area the MVPAO design guidelines overlay no longer exists in the NPMC. However, development may opt for use of the guidelines at NPMC 18.100 or a Development Agreement at NPMC 18.105.

Figure 2.03 – Future Land Use Map

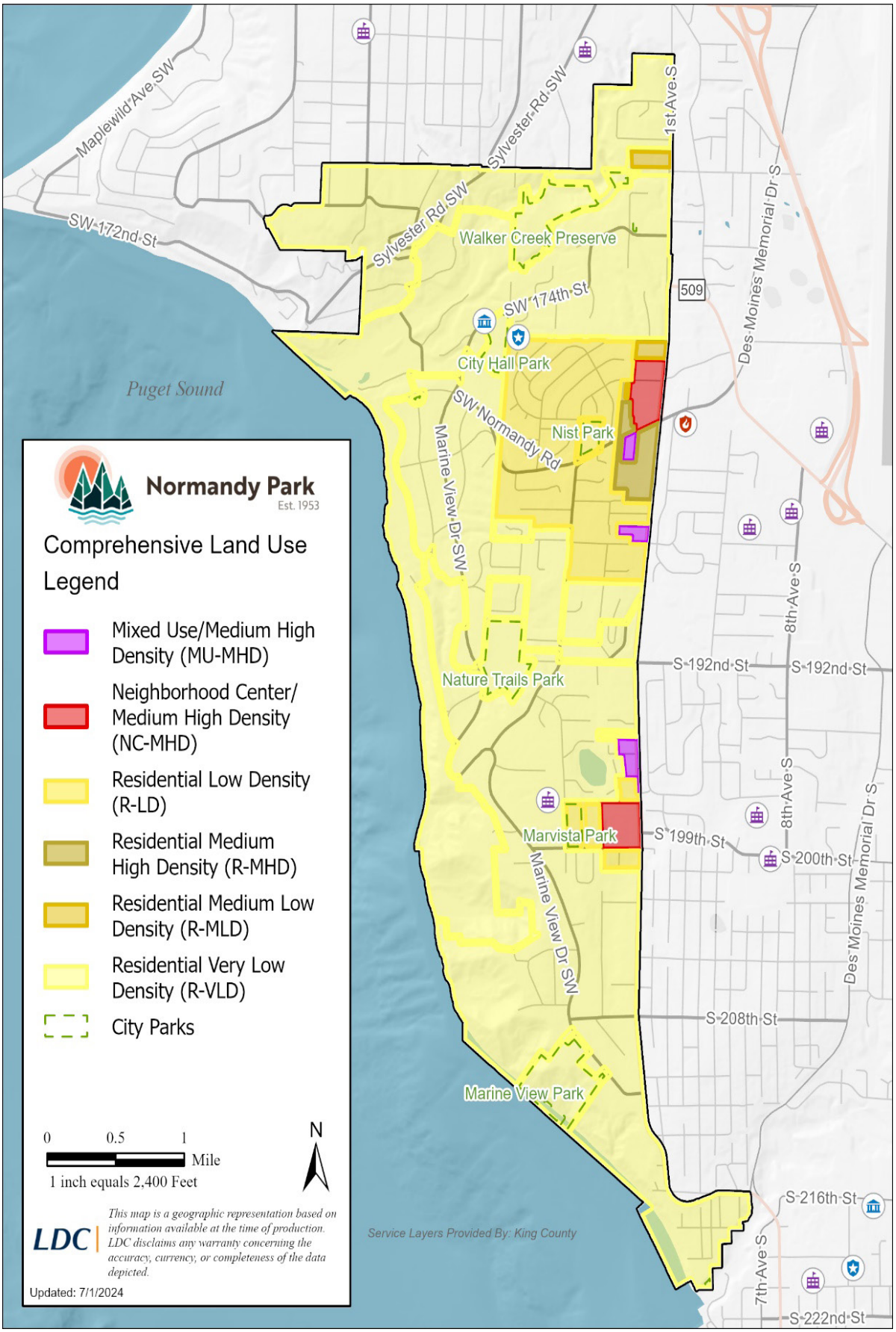


Table 2.03 - Urban Growth Capacity

Urban Growth Capacity snapshot – December 2023			
Growth Target 2006- 2035	*Actual 2010-2018*	*Actual 2019-2023*	*Remaining*
135[1]	*39*	*49*	*89 growth 46 left*
Growth Target capacity 2019-2044	*# of housing units capacity <80% AMI*	*Actual 2019-2023*	*Remaining*
153/161[2]	*<80% = 111*	*49*	*49 growth 103 left*
OFM 2022[3]	*KC UGC 2018[4]*	*Census 2010*	*Census 2020*
2, 818 DU	*2,877 DU*	*2,838 DU*	*2,807 DU*

[1] 63% (85) of the target growth (135) has been achieved in 52.5% of the time (UGC).

[2] 153 is needed capacity; 161 is calculated capacity (source: Land Capacity Analysis).

[3] The state OFM estimates the city's April 1, 2023 housing stock at 2,844.

[4] The state OFM and the Census reported different unit counts because the 2003 construction of the 95 licensed beds and 10 memory care units in Normandy Park's Assisted Living facility at 16625 1st Ave S were apparently assigned different categories (living units, group quarters, senior housing) over the years. This affected the UGC growth target achieved rate.

Housing Capacity

Table 2.04 Land Capacity Analysis (LCA) calculated housing capacity

Zone	Net Acres*	Developable Vacant	Redevelopable (LCA)	Potential Units	Potential Units Market Factor Low (0.5)	Potential Units Market Factor High (0.41)
R-20	427.0	75.8	61.2	60	30	35
R-15	604.8	76.4	69.8	87	44	52
R- 12.5	140.6	4.2	4.1	31	15	18
R-7.2	134.2	7.6	4.6	63	32	37
R-5	15.6	0.0	0.2	2	1	1
RM- 2400	8.7	0.0	0.0	0	0	0
RM- 1800	14.9	0.0	0.0	0	0	0
MU	8.3	0.0	1.8	31	15	18
NC	19.3	1.4	1.7	0	0	0
Total	**1373.3**	**165.4**	**159.6**	**274**	**137**	**161**

*The city's total area is 1,623.15 acres. The balance of the difference between this and the net acres in Table 2.01 is land in the form of public facilities (roads and dedicated city utilities) and Table 2.01 removed any land with a use code for schools, parks, government offices, etc.

"Based on the market factor range of 41 to 50 percent as outlined in the methodology for the Urban Growth Capacity Report, Normandy Park had capacity for between 137 and 161 housing units."

-UGCR, Appendix E: Market Factor Guidance, Table 3A, High alignment for *cities and towns* single-family zones.

All of the city's landforms, whether natural or developed, have influenced the city's ability to grow in an efficient fashion. The city's land use capacity was developed through the periodic update's Land Capacity Analysis (LCA) as a follow up to the adopted King County Urban Growth Capacity (UGC) analysis required by RCW 36.70A.215. It is important to note the calculations of remaining developable area were developed *not* on a lot-by-lot analysis but by calculating the gross amounts of land, then *discounting the effect of* public facilities such as streets and parks, constrained critical areas, and unsewered (infrastructure) areas on capacity, to more accurately summarize the amount of developable land available in Vacant and Redevelopable categories—*by zone*. This is consistent with a growth management tenet that governments manage capacity but it is the market and individuals who make development decisions responding to that capacity.

The *market factor* data (with a city-developed range of low or high) is a calculated prediction of property owners' decisions to develop their land. The low range, at 50 percent, predicts that half of developable land will *not* be built on during the period, and the high range, at 41 percent, predicts that only 41 percent will choose not to develop. The market factor thus influences how much of developable land—itself defined as vacant and/or land redevelopable at a Land Value Ratio or ILVR) of less than 50 percent (<.5) will actually develop in the 20-year planning period. From this the city derives its housing, employment, and affordable housing growth targets.

Jobs Capacity

Normandy Park has employment capacity in the MU and NC zones. Appendix E of the UGCR suggests a commercial market factor of 11 to 20 percent for Normandy Park. Land in the MU and NC zones has capacity for between 84 and 94 jobs. This is sufficient to account for Normandy Park's 2044 35-job employment growth target.

Table 2.05 Land Capacity Analysis (LCA) calculated jobs capacity

Zone	Net Acres	Actual Developable Area (Ac)	Actual Developable Area Unencumbered	Assumed FAR from UGCR	Gross Sq Ft per job	Potential Jobs	Market Factor Low 0.2	Market Factor High 0.11
MU	8.3	1.8	1.3	0.15	250	34	27	30
NC	19.3	1.7	1.5	0.28	250	72	58	64
Total	**27.6**	**3.5**	**2.8**			**106**	**84**	**94**

The city permitted 4,246 square feet of occupancy between 2018 and 2023. This represents 17 jobs (all in the NC, although 3 jobs were added to the MU in the Sapphire on Normandy Road live-work units in 2024) putting Normandy Park's remaining employment capacity at 77 jobs.

Population densities, building intensities, and estimates of future population growth

Table 2.06 Population/Density

Census/OFM	Population	% +/-	Population Density	
1953 Incorporation	1,570	-		*In 1983, the Manhattan area was annexed, adding 1,827 persons, increasing the population to 5,937. *The neighborhood known as Bonniewood was annexed in 1991.
1960	3,224	105.3		
1970	4,202	30.3		
1980	4,268	1.6		
1990*	6,709	57.2		
2000*	6,392	-4.7		
2010	6,335	-0.9		
2020	6,771	6.9		
2021 (OFM)	6,785	0.002		
2022 (OFM)	6,790	-	2,694.4/sq. mi.	
2023	6,840	0.7		
April 2024 (OFM)	6,855	0.002		

Table 2.07 Building Intensities Expressed in achieved densities

Zone	Units permitted 1/1/2019 to 4/1/2023	Acres	Achieved Density	*Designation* Assumed Density Level (UGC)
R-20	4	3.84	1.04 DU/acre	*Very Low Density* < 4 DU/acre
R-15	12	4.37	2.75 DU/acre	
R-12.5	3	0.58	5.19 DU/acre	
R-7.2	5	0.68	2.94 DU/acre	*Low Density* 4-10 DU/acre
R-5	0	0	0	
RM-2400	0	0	0	*Medium Low Density* 10-24 Du/acre
RM-1800	0	0	0	*Medium High Density* 24-48 Du/acre
MU	25	2.44	10.26 DU/acre	*Medium High Density* 24-48 Du/acre
NC	0	0	0	*Medium High Density* 24-48 Du/acre
Total	**49**	**11.91**		

Estimates of future population and employment growth

Estimates of future population growth align with *PSRC Vision 2050 Regional Geographies in Projections for Cities and Other Places* datasets. The estimated growth for the City of Normandy Park aligns with its Urban Growth Capacity (UGC) to manage housing, affordable housing, and jobs growth.

Table 2.08 – Estimates of future population and jobs growth

	2020	2025	2030	2040	2044
Households	2,671	2,727	2,783	2,894	2,939
Total Pop	6,665	6,703	6,734	6,805	6,836
All Jobs	1,143	1,152	1,162	1,180	1,188

Source: PSRC Vision 2050 Regional Geographies in Projections for Cities and Other Places datasets

Provide for the protection of the quality and quantity of groundwater used for public water supplies

Special consideration to achieving environmental justice in goals and policies including efforts to avoid creating or worsening environmental health disparities

The Environmental Element supports an assertive approach to climate change and climate resiliency and to emphasize that climate elements must maximize economic, environmental, and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities. The Land Use Element should provide that framework around growth that internally supports and aligns with efforts to avoid creating or worsening environmental health disparities, including mirroring Land Use Element policies with Environmental Element policies regarding environmental justice.

Sustainable Airport Master Plan (SAMP)

Regional growth and development at Seattle-Tacoma International Airport (SEA) impacts the economic and environmental health of Normandy Park. The airport and the Port of Seattle play significant roles in the economic and environmental health of the communities of SeaTac, Des Moines, Burien, and Normandy Park. These communities actively engage these topics through the SEA Stakeholder Advisory Round Table (StART) and through a 2018 interlocal agreement related to environmental review of the Sea-Tac Airport Sustainable Airport Master Plan (SAMP). The city should continue active engagement on topics of economic and environmental impact and seek assurance that community advocacy and input are considered and valued throughout decision-making processes. It is paramount that SAMP addresses the needs of our communities and that the potential impacts of major investments are captured in the SAMP process, so that there is a mechanism for review, comment, and dialogue.

Consider using approaches that promote physical activity and reduce per capita VMT w/o increasing GHG elsewhere in the state

Both the Transportation Element and Parks and Recreation Element through the PROST plan consider a combined framework to emphasize a policy approach that promotes physical activity as an alternative to movement that uses tools such as gas engine cars to get around the city and commute, with awareness that GHG emissions are not a zero-sum game.

Drainage, flooding, and stormwater runoff in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate those that discharge pollution to waters of the state including Puget Sound or waters that enter Puget Sound

The City exercises its responsibilities to manage the potential impacts of land use and development in the region. For example, a number of watersheds empty into the Puget Sound through stream corridors that originate outside of city limits, so activities could influence water quality within Normandy Park. The city actively participates in regional and local planning for growth as well as transportation corridor to manage the impacts on the city of these efforts.

Typically, activities in Normandy Park and in surrounding jurisdictions could result in impacts from surface water runoff and groundwater contamination, air, water, and noise pollution, increases in transportation vehicle miles, or other degradation of conditions in Normandy Park. Threshold determinations for these and other environmental analyses provide for notification under the State Environmental Policy Act (SEPA) or RCW 36.70B and offer the opportunity for review and comment. These are and should be shared amongst South Sound cities. In addition, policies in this plan support the monitoring of such activities by the City, whether triggered by SEPA notification or in advance of such notice. With Federal government oversight roles, SEA International Airport is subject to both SEPA and NEPA impact analysis and mitigation.

Critical Areas

Normandy Park's topography is similar to other receding coastline areas in the Puget Sound region. The shoreline has steep high banks except where small creeks and streams have created low bank deltas with steep wooded ravines. Inland, the land slopes gently towards the Sound and is interrupted by the Arrow Lake Basin as well as various forested wetlands at the sources and along the banks of the streams that traverse the city.

In accordance with the Washington State Growth Management Act (GMA), Normandy Park's land use planning and regulatory effort recognizes that there are areas that are unsuitable for building and areas that provide valuable natural resources that should be protected from development. In 2019, the City adopted updated Critical Areas Development Regulations, which classify such features and protect them from damage due to development or land use activities (NPMC Chapter 18.36, Critical Areas Development Regulations). The 2019 update produced a set of Critical Areas maps which illustrate the various critical areas in Normandy Park. Detailed descriptions of each of the critical area types are contained in the Environmental Element.

Storm and Surface Water Management

The area within which surface water drains to a particular body of water is known as a drainage basin. Normandy Park encompasses parts of five drainage basins within its corporate limits. These drainage basins are named for the body of water into which the surface water from that area runs. These five basins are Normandy Creek, Lower Puget Sound, Miller Creek, Walker Creek, and Des Moines Creek.

Within each drainage basin, land use plays an important role in how much and how fast surface water drains from the land into the streams and wetlands. As land is developed with roads, buildings and other impervious surfaces, it loses its ability to absorb rain and snow runoff. It becomes necessary to intervene and create drainage and detention systems to manage pollution and prevent flooding.

The city's stormwater management and implementation plans are contained in the Environmental Element.

Reduce and mitigate risk to lives and property posed by wildfires by using WUI Code tools

The city intends to adopt portions or all of the wildland urban interface code developed by the International Code Council or developing building and maintenance standards consistent with the Firewise USA program or similar program designed to reduce wildfire risk in urban areas, through the building code update cycle promulgated by the Washington State Building Code Council.

Land Use Goals and Policies

G.01- LU	Locate and organize land uses citywide to balance among objectives: • Provide sufficient capacity of housing to sustain the vitality and stability of all neighborhoods to meet the needs of all members of this community, now and in the future. • Protection and enjoyment of natural resources with an emphasis on conserving ecosystem services that provide essential benefits. • Optimizing the health, safety and welfare of residents, businesses, and stakeholders • Provide efficient, cost-effective services • Sustain and improve shopping and services opportunities for businesses and the community • Preserve Normandy Park values and sustain community character
P.01-LU	Manage transitions between land use classifications as appropriate and practical using intermediate use categories, intermediate building forms, physical buffering using vegetation and landscaping, setbacks, or other physical buffers.
P.02-LU	Support the location of higher-density housing near higher-capacity roadways and areas where transit is available or viable.
P.03-LU	Discourage the routing of primary access to high intensity uses through single family residential areas.
P.04-LU	Improve shopping and service options within Normandy Park, providing convenient access to day-to-day needs and boosting the local economy.
P.05-LU	Promote the location of new businesses in vacant commercial spaces, supporting the rehabilitation of existing structures or redevelopment of structures as may be required.
P.06-LU	Promote and coordinate the provision of public facilities with public and private development.
P.07-LU	Participate in the planning and siting of capital facilities by County or other agencies where such facilities may benefit or influence Normandy Park planning goals.
P.08-LU	Support the provision of features and services in community facilities that benefit all residents of Normandy Park.
P.09-LU	Maintain and promote a built environment that is of high quality, is pedestrian oriented, and improves quality of life.
P.10-LU	Where feasible, require underground utilities in new residential and commercial development to enhance the appearance of the community.
P.11-LU	Minimize illumination of properties from neighboring uses, including from higher-density or commercial development abutting single-family neighborhoods.

P.12-LU	Retain Normandy Park's quiet, residential character by maintaining established noise level standards city-wide, and work to reduce noise from sources such as highways and air traffic.
P.13-LU	Identify and support designation of cultural and archaeological resources, using established state and federal criteria.
P.14-LU	Work to protect designated historic properties and sites from inconsistent and incompatible land uses.
P.15-LU	Promote buffering between housing and noise-generating land uses through the use of berming, landscaping, setbacks, building orientation and other methods.
P.16-LU	Preserve the character of and quality of neighborhoods in Normandy Park.
P.17-LU	Retain publicly owned street ends.
P.18-LU	Support coordinated efforts between the City and adjacent and other affected jurisdictions including tribal governments, ports, airports, the county, region, and state to: • Develop and fund transportation plans and projects • Coordinate land use with transportation planning • Develop funding and concurrency strategies to meet GMA requirements • Coordinate public transportation, including opportunities for local circular routes and service to the Angle Lake light rail station • Influence the supply of housing and housing types serving households with less than 80 percent AMI in the South Sound region • Avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses
P.19-LU	Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes, ports, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.
P.20-LU	Continually advocate through StART and SAMP on behalf of our communities who are disproportionately impacted by airport operations, to ensure that impacts to air, water, and land are fully considered/mitigated.
P.21-LU	Promote regional and national efforts to restore Puget Sound and its Salish Sea watershed, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.
P.22-LU	Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.
P.23-LU	Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.
P.24-LU	Provide in the Environmental Element for protection of the quality and quantity of groundwater used for public water supplies through education and interagency cooperation.

P.25-LU	Reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council (ICC) or developing building and maintenance standards consistent with the Firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures.

What you will find in this Chapter

- Housing is fundamental to the community
- Inventory and analysis of existing and projected housing needs
- Statements regarding preservation, improvement, and development of housing
- Identified sufficient capacity of land
- Adequate provisions for existing and projected [housing] needs of all economic segments
- Identified policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing...
- ...and the policies and regulations that will begin to undo them
- Identified areas at higher risk of displacement including NOAH and Established antidisplacement policies

Introduction

Housing is a fundamental building block of our communities. Our thinking on housing reflects Normandy Park's values of security, family upbringing, local ecology, health, and community care. The Housing Element *ensures the vitality and character of established neighborhoods with a* focus on housing, residency issues, affordability, economic displacement, and our role in the region. The Housing Element envisions housing options in Normandy Park that are assets to the community, comforting to long-time residents, and welcoming to new families and individuals, with the goal of having the city and its community become a "beacon of housing abundance."

A household's income largely determines its access to affordability. Housing in the Puget Sound region uses Area Median Income (AMI) to measure housing affordability, where households—owning or renting and depending on their income—should expect to spend 30 percent of their monthly income on housing costs.

Table HO-1 Incomes in Normandy Park[1] and influence on housing affordability

Per capita income	**Median House Income aka AMI[1]**	Household Income[2]
$63,42	$122,467	• 20 percent under $50K • 18 percent $50-100K • 38 percent $100-200K • 25 percent Over $200K
about 10 percent higher than the amount in the Seattle-Tacoma-Bellevue, WA Metro Area: $57,833	**about 10 percent higher** than the amount in the Seattle-Tacoma-Bellevue, WA Metro Area: $107,206	
about 1.3 times the amount in Washington: $48,685	**about 1.4 times** the amount in Washington: $90,325	

[1]Source: 2022 ACS, at https://censusreporter.org/profiles/16000US5349415-normandy-park-wa/

[2]Margin of error is at least 10 percent of the total value.

Inventory and Analysis

Normandy Park has the calculated zoning capacity, measured in Urban Growth Capacity target numbers to accommodate permanent housing need required for cities planning under the GMA at RCW 36.70A.070(2).

1. Row 3 shows the number of houses that the city's housing supply should be to reflect income accessibility.
2. Row 5 shows the number of units by income level needed to make the city's growth target capacity reflect income accessibility.
3. Row 6 shows the percentage increase in growth needed to reach the Row 5 targets.

Table HO-2 Inventory and Analysis

Row	*Inventory and Analysis of existing and projected housing needs*									
1	*Source*	*Measure*	*How many of each of Permanent Housing Needs by Income Level (% of AMI) the city should have or has*							
2	*HB 1220*	*% AMI income levels*	*0-30 Non PSH*	*0-30 PSH*	*31-50*	*51-80*	*81-100*	*101-120*	*121+*	*Emergency²*
3	*Commerce HAPT*	*2020 est. housing supply (Census) = 2,807*	*129*	*0*	*134*	*268*	*224*	*820*	*1,232*	*n/a*
4	*Source*		*How many additional Permanent Housing Needs by Income Level (% of AMI) the city's zoning capacity should provide for by 2044*							
5	*King County Dashboard*	*CPP 2019-2044 housing growth target = 153¹*	*41*	*21*	*32*	*17*	*6*	*6*	*30*	*29*
6	*King County Dashboard*	*Capacity % increase needed (row 5 ←I / by row 3)*	*32%*	*n/a*	*24%*	*6%*	*n/a*	*n/a*	*n/a*	*n/a*

¹Seventy-three (73) percent of the growth target (111/153) should be in housing available at <80% AMI

²Emergency housing is measured in zoning capacity not by income level and is measured regionally.

Preservation, Improvement, and Development of Housing

The Housing Element describes the community's vision for the future of Normandy Park neighborhoods while acknowledging specifically meeting the goals and requirements of the Growth Management Act (GMA) and the Countywide Planning Policies (CPP).

Consistent with adopted goals, plans and policies, Normandy Park seeks to preserve neighborhood quality through housing preservation policies and actions applicable to all allowed housing types in the city, improve overall housing affordability and supply including single family, duplex, and accessory dwelling unit (ADU) housing types, create affordable housing opportunity through the designation of existing zoned areas for specific affordable housing proposals developed through development agreement partnerships between landowners and nonprofit community land trusts, and attend to the special housing needs of individuals through market mechanisms.

Goals for the Preservation, Improvement, and Development of Housing: G.01-HO, G.02-HO
Policies for the Preservation, Improvement, and Development of housing: P.01-HO, P.02-HO, P.03-HO, P.04-HO.

Sufficient Capacity of Land for Housing

Normandy Park has sufficient housing capacity to allow for growth in these supportive housing types if the market chooses to provide them in the city. Provision of specific housing types is accommodated within this capacity. Housing affordability is a different capacity matter, though. The state's legislative intent is that cities both *permit* multiple housing types and have the calculated zoning *capacity* to accommodate proposals for housing those uses.

Table HO-3 Growth Capacity

Growth Capacity snapshot – December 2023			
Growth Target 2006- 2035	*Actual 2010-2018*	*Actual 2019-2023*	*Remaining*
135[1]	*39*	*49*	*89 growth 46 left*
Growth Target capacity 2019-2044	*# of housing units capacity <80% AMI*	*Actual 2019-2023*	*Remaining*
153/161[2]	*<80% = 111*	*49*	*49 growth 103 left*
OFM 2022[3]	*KC UGC 2018[4]*	*Census 2010*	*Census 2020*
2, 818 DU	*2,877 DU*	*2,838 DU*	*2,807 DU*

[1] 63% (85) of the target growth (135) has been achieved in 52.5% of the time (UGC).

[2] 153 is needed capacity; 161 is calculated capacity (source: Land Capacity Analysis).

[3] The state OFM estimates the city's April 1, 2023 housing stock at 2,844.

[4] The state OFM and the Census reported different unit counts because the 2003 construction of the 95 licensed beds and 10 memory care units in Normandy Park's Assisted Living facility at 16625 1st Ave S were apparently assigned different categories (living units, group quarters, senior housing) over the years. This affected the UGC growth target achieved rate.

Policies to address how to provide affordability in housing will be met P.05-HO, P.06-HO, P.07-HO, P.08-HO, P.09-HO, P.10-HO:

Adequate Provisions

Implementation policies making adequate provision, incorporating consideration for income households, documenting programs and actions needed to achieve housing availability, consideration of housing locations in relation to employment, and consideration of the role of accessory dwelling units: I.01-HO, I.02-HO, I.03-HO, I.04-HO. The city further will adopt Development Regulations that work in tandem with the implementation policies to allow for these adequate provisions actions, which has the effect of removing barriers to affordable housing. These barriers previously were essentially not allowing in the NPMC any of the remedies/actions, and they were listed in the completed DOC Checklist. The city has already adopted Ordinance No. 1055 permitting STEP housing uses, and development regulations intended for adoption in Ordinance No. 1071 will further implementation

RDI, Displacement, Exclusion

The 2016 Comprehensive Plan's use of metrics for existing housing including ownership and overcrowding, vacant/partially utilized land, recognition of household characteristics, and resources addressing affordable housing needs were insufficient to manage the future impacts of racially disparate impacts (RDI) *as documented by PSRC and the Department of Commerce*. The City of Normandy Park acknowledges the documented reality of RDI in past and current development while seeking to mitigate its impacts in future development decisions. The margin of error and small size of represented populations and households, which indicate the relatively tiny impact of disparate policies and regulations, nevertheless require that the community seek to eliminate these impacts going forward through continual code amendments implementation.

Regulatory processes for conditional uses, traditional subdivision, PUD, household definitions, building code requirements, and dimensional requirements have produced displacement and exclusion in housing impacts.

Undoing Racially Disparate Impacts (RDI), Displacement, Exclusion

Policies to address and begin undoing of RDI, displacement, and exclusion caused by local plans, policies, and actions: P.11-HO, P.12-HO, P.13-HO. The city acknowledges that 2016 Plan policies and NPMC have led to racially disparate impacts, displacement, and exclusion in housing. Development regulations intended for adoption in Ordinance No. 1071 will further the act of undoing.

Displacement

Displacement in Normandy Park Areas at higher risk of displacement in Normandy Park include all of the housing in multifamily residential-zoned districts. Normandy Park's Naturally Occurring Affordable Housing (NOAH) is within these existing residence areas generally along or in close proximity to 1st Ave S. This is generally older housing, attached, of decent but not up-to-date quality, with housing costs that are less than 30 percent of the AMI threshold for existing affordability. When housing costs move upwards as they are doing in the Puget Sound area, NOAH is pressured by market responses to rents and by gentrification through redevelopment. Single family-zoned housing at risk of displacement is also affected by its general lack of sewer infrastructure.

While there is little-to-no identified 2044 growth capacity in the multifamily and commercial districts the city acknowledges that general displacement risk includes property identified as Naturally Occurring Affordable Housing (NOAH) and documented here:

- *Draft Displacement Risk Map – Department of Commerce*
- *Displacement Risk – Puget Sound Regional Council (PSRC)*
- *2021 Community Resilience Estimates – US Census*

The city will also periodically refer to SKHHP's Housing Dashboard tool to track NOAH housing in Normandy Park.

Antidisplacement Policies

Policies with consideration given to the preservation of historical and cultural communities: P.14-HO, P.15-HO, P.16-HO, P.17-HO, P.18-HO.

Housing Goals and Policies

G.01-HO Work to maintain the quality and diversity of housing in Normandy Park

G.02-HO Work to maintain the vitality and stability of all neighborhoods and promote housing opportunities to meet the needs of all members of this community

G.01-HO	Work to maintain the quality and diversity of housing in Normandy Park.
P.01-HO	Preserve the overall quality and character of housing in Normandy Park, maintaining standards for existing and new housing.
P.02-HO	Adopt regulations that support the 100 percent compliance option in HB 1110 creating capacity at two units per lot for single family-zoned lots, and in the built form of single principal units, two principal units, duplexes, and attached or up to one additional detached ADU.
P.03-HO	Adopt accessory dwelling unit regulations compliant with requirements for cities planning under the GMA at RCW 36.70A.
P.04-HO	Promote financial incentives to increase ADU affordability for <80 percent AMI households.

G.02-HO	Work to maintain the vitality and stability of all neighborhoods and promote housing opportunities to meet the needs of all members of this community.
P.05-HO	Designate sites owned by religious organizations for affordable permanent housing needs housing when developed through a formal partnership between landowners and community land trusts or other non-profit housing developers.
P.06.HO	Promote the by-right development of housing and household types allowed under the NPMC, in the underlying zone, at the underlying existing zoning density. Use other regulatory tools to influence site design.
P.07-HO	Encourage the active use of development agreements, transfer of development rights, joint religious organization facility/housing site redevelopment projects, and binding site plans to facilitate bonus development under such partnership development.
P.08-HO	Streamline the NPMC's regulation of religious organization uses, recognizing the community role that they have regardless of the question of affordable housing capacity.
P.09-HO	Actively seek grants for utility infrastructure for these partnership housing sites in Policy P.05-HO.
P.10-HO	Explore using transfer of affordable housing development rights, where two units/lot or permitted ADU potential density increases on Normandy Park single family sites within recognized homeowner association membership areas and not owned by religious organizations, may buy out or pay to transfer their permitted density to a formal partnership project solely for <50% AMI affordable housing.
Implementation:	
I.01-HO	Assure adequate provisions for existing and projected needs, incorporating income households' status.
I.02-HO	Continue a proactive and positive role in documented programs and actions needed to achieve housing availability e.g. financial support for SKHHP and the Housing Capital Fund and examining building code implementation barriers.
I.03-HO	Recognize role of accessory dwelling units in meeting housing needs.
I.04-HO	Realize the statutory language in RCW 36.70A.545 – Increased density bonus for affordable housing located on property owned by a religious organization – through the NPMC's development agreement tool NPMC 18.105.020. Realize bonus affordable housing density up to the existing zoning capacity of a site owned by a religious organization, calculated as if the site were vacant.
P.11-HO	Use documented racially disparate impacts (RDI) analysis to determine applied affordability when regulating specific housing development types: accessory dwelling units and the use of development agreements on specific property.
P.12-HO	Include continuous acknowledgement of the role those local policies and regulations played in RDI, displacement, and exclusion in housing when analyzing the environmental significance of housing development impacts.

P.13-HO	Acknowledge the dominant responsibility that special districts have in providing urban infrastructure for Normandy Park growth, specifically water and sewer. Seek opportunities to continuously advocate with these special districts for urban infrastructure in areas lacking sewers and reliant on groundwater sources.
P.14-HO	Maintain existing zoning designations and capacity for property zoned R-5, RM-1800, and RM-2400.
P.15-HO	Seek capital investments supporting increased pedestrian and bicycle connectivity from NOAH-identified properties to the city's commercial areas.
P.16-HO	Seek opportunities to promote investments by non-profit housing developers and owners of land specifically for affordable housing.
P.17-HO	Continue advocacy as a member of SKHHP for application of other tools including equitable development initiatives, inclusionary, tenant protections, and surplus land disposition.
P.18-HO	Cooperate with neighboring jurisdictions and sub-regional housing agencies regarding countywide affordable housing targets.
Subregional Policies and implementation:	
P.18a-HO	With the goal of preserving the existing supply of affordable housing, develop strategies to preserve naturally occurring affordable housing (NOAH) at risk of redevelopment and rehabilitate units when they don't pose a health or safety risk.
P.18b-HO	With the goal of preserving the existing supply of affordable housing, support the funding and preservation of a naturally occurring affordable housing in coordination with neighboring jurisdictions and SKHHP through the Housing Capital Fund.
P.18c-HO	With the goal of ensuring rental housing stock is safe and habitable, ensure that rental housing units comply with life and fire safety standards and provide a safe place for tenants to live, including those with disabilities.
P.18d-HO	With the goal of keeping people in their homes and protecting communities at risk of economic, physical, and cultural displacement, examine options for strengthening protections for tenants.
P.19-HO	Consider creative alternatives to standard subdivisions, such as fee-simple or condominium property segregation, unit lot subdivision, binding site plan (BSP), and zero lot line developments that maintain the character and quality of single-family neighborhoods while increasing density.
P.20-HO	Support the provision of a wide variety of housing types and densities to help address affordable housing needs, consistent with the city's overall character
P.21-HO	Cooperate with neighboring jurisdictions and sub-regional housing agencies including SKHHP to address and meet countywide affordable housing targets.
P.22-HO	Support private sector efforts to provide affordable housing for residents.

What you will find in this Chapter

- An inventory of existing transportation facilities and regional transit services, documenting the existing levels of service (LOS) for each facility, and the accounting of travel levels as a basis for future transportation planning.
- An assessment of impacts derived from land use decisions on locally owned or state-owned transportation facilities.
- A 10-year forecast of transportation modes, based on the adopted land use plan providing balanced information to transportation safety and convenience to all users of multi-modal transportation facilities in Normandy Park.
- A multi-year financing plan consisting of the City's 20-year capital facilities plan (CFP), the transportation improvement plan (TIP), and the City's operating and maintenance budget.

Introduction

Transportation is a foundational component to how our community thrives and connects to surrounding cities. The Transportation Element envisions the development and maintenance of the city's transportation system, focusing on policies and actions needed to implement and manage transportation infrastructure needs and services.

This element represents the City's long-range transportation planning and policy document, serving as a guide for the development of the City's Transportation Improvement Program (TIP), concurrency requirements, and other planning processes. Through its envisioned framework, it positions Normandy Park's infrastructure in a manner that supports the day-to-day activity and life of community members, businesses, and other local stakeholders.

Organization of Element

This element is divided into four sections:

- Regional Transportation Setting describes intergovernmental coordination efforts with regional agencies, neighboring jurisdictions, and transit providers.
- Local Conditions and Trends describes existing and future conditions and levels of service for each type of transportation mode – streets and highways, public transit, bicycle, and pedestrian
- Transportation Financing addresses future transportation project costs and funding sources
- Transportation Goals, Objectives, and Policies lists the goals, policies, and actions to guide city transportation decisions.

Regional Transportation Setting

The City works with several regional transportation agencies, neighboring jurisdictions, and transit providers to address transportation issues and problems on a regional basis. The goals, objectives, and policies in this Transportation Element are intended to be consistent with the regional plans and policies of regional transportation partners.

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) is the region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through **Vision 2050** a document which lays out the long-term goals for growth management, economic, and transportation issues. **Vision 2050** identifies several key goals for transportation in the region:

- Supporting Growth – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy.
- Mobility – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- System Operations – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability.

WSDOT and Neighboring Jurisdictions

The Washington State Department of Transportation (WSDOT) administrates 1st Avenue South from South 174th Street to the southern City limits as part of SR 509. This route forms the City's eastern boundary and serves as the major arterial roadway for Normandy Park, connecting us to the City of Burien to the north and the City of Des Moines to the South. This plan aims to maintain and coordinate with WSDOT and other neighboring communities to ensure that the Level of Service of SR 509 meets regional travel needs.

King County Metro

Local transit service is provided by King County Metro (Metro). A description of the existing transit routes and services provided by Metro is included in the "Transit Service" section of this Transportation Element.

Local Conditions and Trends

This element considers the location and condition of the existing traffic circulation system; the cause, scope and nature of transportation problems; and projected transportation plans for those needs, while maintaining the established level of service standards.

Figure 4.01 – Many of the city's local access streets are lightly-traveled but lack sidewalks.

Roadway Functional Classification and Inventory

Owing to its origins as the Seattle Tacoma Land Company, Normandy Park was conceived as a low-density residential community, with low traffic volumes and patterns, and has built out largely in that fashion. The predominant land use is single-family residential, with two commercial centers and multifamily residential along 1st Avenue S (SR 509). Internal local access streets developed in the 1940's and 1950's remain largely unchanged except for surface improvements, widening, sidewalk additions, and similar alterations. The city's low-density characteristics are indicative that it will not need to plan and construct major thoroughfares or other transportation facilities.

Functional Classification

The following four-tiered classification system categorizes the functional characteristics of the community's street system (see Figure 4.02).

Major Arterials: 1st Avenue S. forms the eastern boundary of Normandy Park and is the only major arterial within the city. It provides access and connection to Burien to the north and Des Moines to the south. It is designated as SR 509 from SW 174th Street to the southern city limits and is classified as a Highway of Regional Significance by PSRC.

Secondary Arterials collect and distribute traffic from major arterials to local access streets. They serve a particular area of the community and provide connections for local traffic. Streets in this classification include:

- Sylvester Road from the north City Limits near the intersection of 8th Place SW to the west city limits near the junction of SW Hillcrest Road
- SW 171st / SW 174th Street from 1st Avenue South to Marine View Drive
- Marine View Drive SW
- 4th Avenue SW from SW Normandy Road to Normandy Park Drive SW
- Normandy Park Drive SW from 1st Avenue South to Marine View Drive SW
- SW 200th Street from 1st Avenue South to Marine View Drive SW
- SW 208th Street from 1st Avenue South to Marine View Drive SW.

Local Access Streets provide access to limited areas of the city, individual properties and secondary arterials. Most street-miles in Normandy Park fall into this category.

Private Lanes – Private lanes are privately owned access roads typically providing service from local access streets to single-family lots. These roadways are not reflected on Figure 4.02.

Table 4.01 inventories the approximate miles of streets within the city. It is also important to note, most of the City's rights-of-way are not utilized to their full width, leaving room for the widening of street shoulders and the addition of sidewalks.

Table 4.01 – Roadway Inventory - Mileage by Street Type

Street Type	Mileage	Percentage
Major Arterials	3.7 miles	11%
Secondary Arterials	8.5 miles	26%
Access Streets	21.1 miles	63%
TOTAL (improved City-owned ROW)	33.3 miles	100%

Source: United States Census Bureau, 2014 TIGER/Line Shapefiles

Figure 4.02 - Normandy Park Roadway Classification Map

Level of Service (LOS) Measurement

The Growth Management Act (GMA) requires jurisdictions to establish Level of Service (LOS) standards for roadways, transit service, and non-motorized facilities such as sidewalks and bike routes.

Table 4.02 describes the LOS definitions laid out in the 2022 Highway Capacity Manual (HCM) (Transportation Research Board, 2022), which is the standard currently used by many communities nationally and throughout the Puget Sound Region.

Table 4.02 – Level of Service (LOS) Definitions	
LOS Grade	***Description***
A	Free flowing
B	Stable operating
C	Stable, but indivdual motorists
D	High density
E	Near capacity
F	Over capacity, with delays
Source: 2022 Highway Capacity Manual	

Intersection operations can be scored into one of six LOS categories based on the average delay encountered by motorists. Levels from LOS A to LOS F correspond to a range of completely uncongested to oversaturated operational conditions.

The following sections describe in detail how Normandy Park measures LOS for automobiles, transit, and non-motorized facilities within the city.

Automobile LOS

Automobile LOS measurements are a means of qualifying the efficiency with which traffic is moving on streets and highways. In the case of Normandy Park, Table 4.03 defines the LOS standards for Normandy Park Roadways.

Table 4.03 – Automobile Level of Service	
Street	**Existing LOS**
1st Ave S	E/Mitigated
Marine View Drive SW	C- Stable, outside of indivdual motorists
Normandy Terrace SW	C- Stable, outside of indivdual motorists

For 1st Avenue South the adopted PSRC LOS standard is LOS "E/Mitigated," meaning that congestion levels should be mitigated when corridor PM peak hour LOS falls below grade "E." Until the SR-509 extension project is complete, the City will continue to coordinate with regional and state entities to ensure continued mobility along this corridor.

Away from 1st Avenue South, secondary arterials and local access streets such as Marine View Dr and Normandy Terrace SW see city-owned intersections typically with a PM peak hour LOS of "C" or better. These streets do not provide routes through the city and are unlikely to experience an increase in traffic due to growth in surrounding jurisdictions.

Transit LOS

Normandy Park's transit LOS standards are based on the provision of service by King County Metro and other agencies. The city has three LOS standards for local transit, Table 4.03 summarizes them below.

Table 4.04 – Transit Level of Service	
LOS	**Definitions**
Full	Establish additional local transit service, including integration with planned regional high-capacity transit service and exploration of innovative, non-traditional, non-fixed route services, such as van-share programs and on-demand shuttle services

Partial	Work with transit agencies to maintain the existing transit service
None	Reduction of the current transit service
Note: Physical buffer includes curb/gutter or landscape strip/swale	

Walking and Bicycling LOS

Normandy Park's residential roadway characteristics warrant safe (fully separated sidewalks or bike paths) pedestrian and bicycling access on a majority of the city's streets and trails. Secondary arterials and local access streets can be supported with multimodal solutions framed by CIP and PROST capital investment direction.

On the other hand, due to higher volumes of multimodal use along 1st Avenue S, especially in the designated commercial redevelopment areas at Manhattan Village and Towne Center, its major arterial function creates the need and environment for safe walking and bicycling. The ideal LOS for 1st Avenue South would be to provide pedestrian and bicycle infrastructure on both sides of the street since destinations and transit stops line are located on both sides of the corridor.

Table 4.05 establishes the LOS standards for pedestrian and bicycling facilities around the city. This set of standards recognizes that pedestrian and bicycling infrastructure are concurrent in their use and accommodation to users but vary on their roadway classification and location.

Table 4.05 – Walking and Bicycling Level of Service Definitions

LOS	Definitions
Full	Pedestrian and Bicycling accommodations (e.g. bike lanes or a multi-use trail) are provided
Partial	Pedestrian and Bicycling accommodations are provided on at least one or both sided of street
None	No Pedestrian and Bicycling accommodations are provided

Active Multimodal Concurrency

The LOS standards highlighted in the previous sections form the basis for developing a multimodal concurrency program, which ensures that multimodal transportation infrastructure is constructed concurrent with development over time. The concept of Concurrency under the Growth Management Act requires that adequate public facilities be available when reviewing and approving land use developments, and assessing impacts on them as development occurs.

The City of Normandy Park has identified three priority corridors that should provide accommodations to support pedestrian and bicyclist safety when any type of development or redevelopment occurs:

- 1st Avenue South – Continue to implement non-motorized infrastructure in transportation projects to enhance access to local businesses, transit connections, and neighboring jurisdictions.
- SW 200th Street – Provide traffic calming measures and pedestrian infrastructure to safely provide access to Marvista Elementary from 1st Avenue South
- Marine View Drive – Provide traffic calming measures to ensure pedestrian and bicyclist safety, while enhancing north-south connection between city parks and residential neighborhoods within the city.

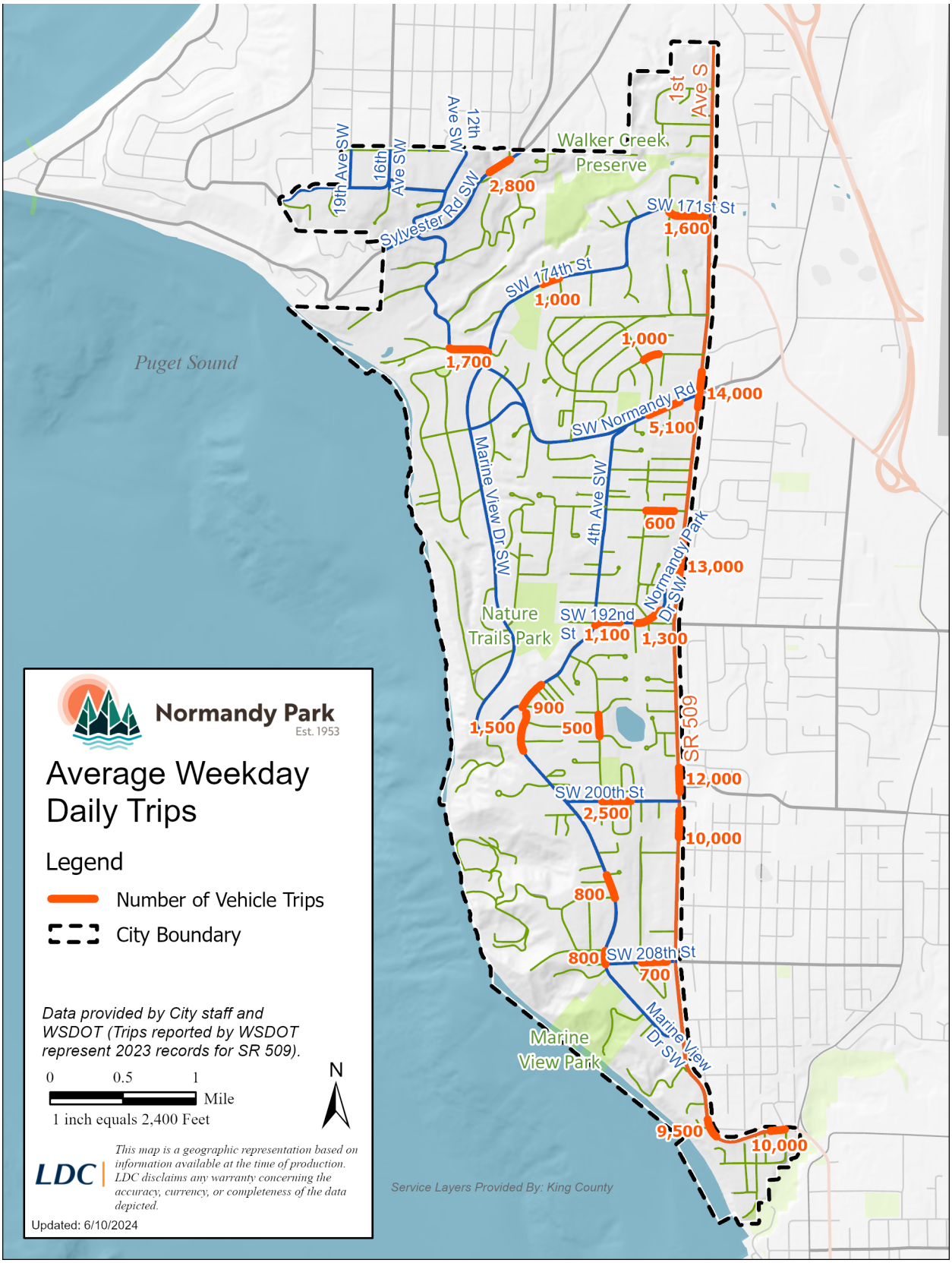


Figure 4.03 – Walking Level of Service conditions

Existing Conditions

Automobile Traffic

Intersections along the portion of 1st Avenue South assigned as SR 509 within Normandy Park are maintained by WSDOT and are subject to LOS standards developed jointly by WSDOT and PSRC.

Figure 4.04 shows these volumes at various locations in the street system and at selected intersections along 1st Avenue South. Traffic volume data from 2023 show average daily volumes (ADT) on 1st Avenue South of approximately 14,000 vehicles per day.

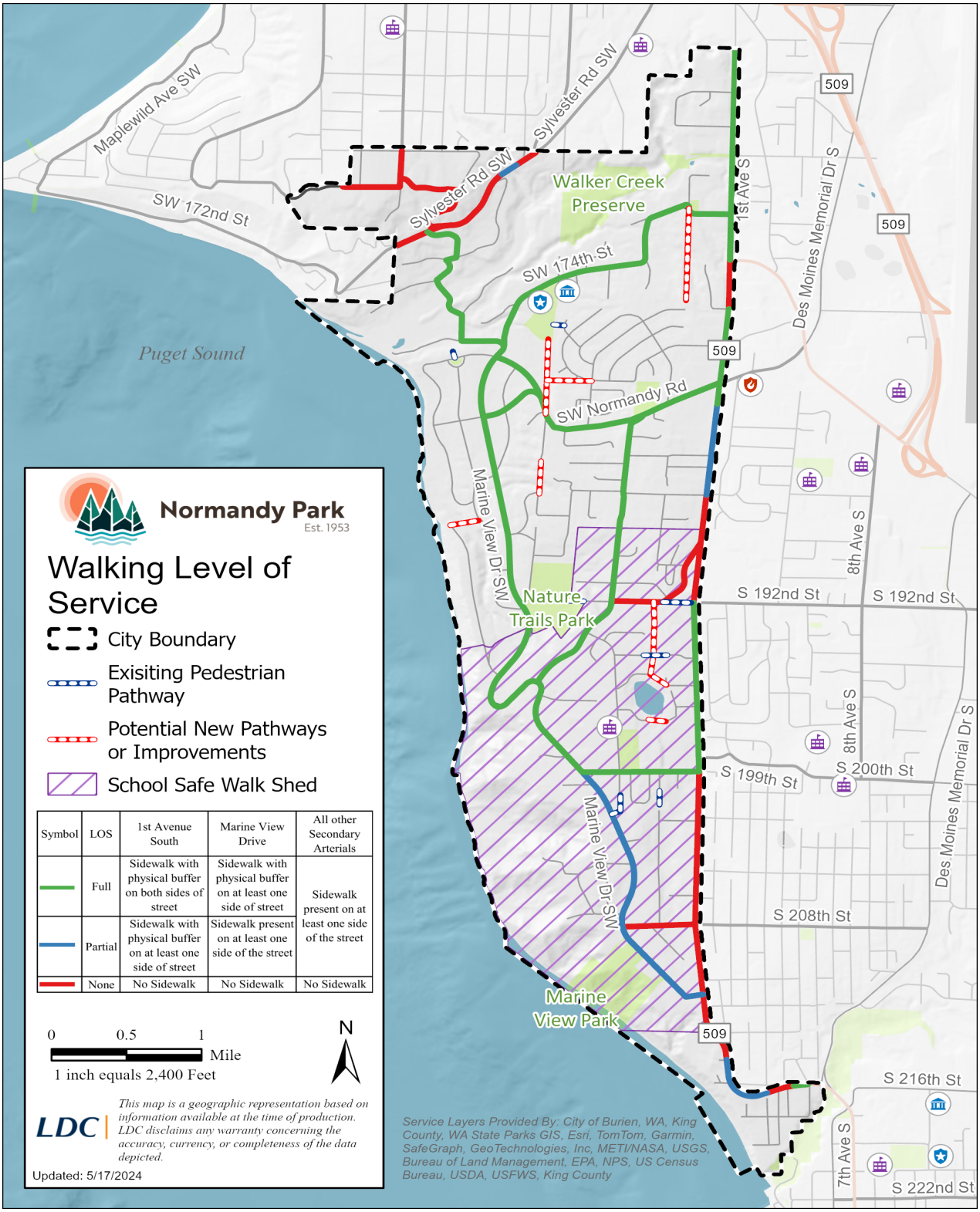


Figure 4.04 – Average Weekday Daily Trips

Traffic going eastbound to 1st Avenue South is controlled primarily by stop signs at intersections with secondary arterials. Major intersections are controlled by traffic signals located at the intersections of 1st Avenue South with SW 174th Street, SW Normandy Road, SW 200th Street.

While secondary arterial and local access street Traffic volume data from 2014 show average daily volumes (ADT) for approximately 700 to 5,100 vehicles per day.

Table 4.06 provides intersection Level of Service (LOS) results calculated from traffic counts collected from WSDOT traffic recording equipment. LOS results indicate that all City-owned intersections meet the established automobile LOS standards set by Table 4.03 – Automobile Level of Service.

Table 4.06 – 2023 and 2014 Automobile Level of Service (PM Peak Hour)

Intersection	PM Peak Hour	
	LOS[1]	Highest Delay Movement[2]
1st Avenue S / SW 171st Street	C	EBL
12th Avenue SW / SW Shorebrook Drive	A	–
Marine View Drive SW / SW Normandy Terrace	B	EBL

- 1 = LOS = Level of Service
- 2 = The highest delay movement is used to calculate LOS at SR-509 intersections.
- NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L = left; T = through; R = right

Transit Service

Transit Bus service runs along 1st Avenue South and is currently provided by King County Metro (Metro) Route 165. This Metro service links Normandy Park with the cities of Burien, Des Moines, Kent, and Auburn. Buses run at various intervals depending on the time of day and day of the week. Bus service is most frequent during the weekday AM and PM peak hours.

Increased demand for local service may also grow as more residents seek to access the regional light rail system. Currently, Sound Transit provides service through the Angle Lake Station located on S 200th St and 28th Ave S in SeaTac. The approximate travel times from Normandy Park to downtown Seattle can be an hour or more, despite proximity to Angle Lake Station. Access to regional transit service is made difficult through the multiple transferring of local service routes, resulting in an hour or more ride.

Non-Motorized Traffic

Table 4.07 and Figure 4.05 visualize and convey the coverage of multi-modal infrastructure throughout the city.

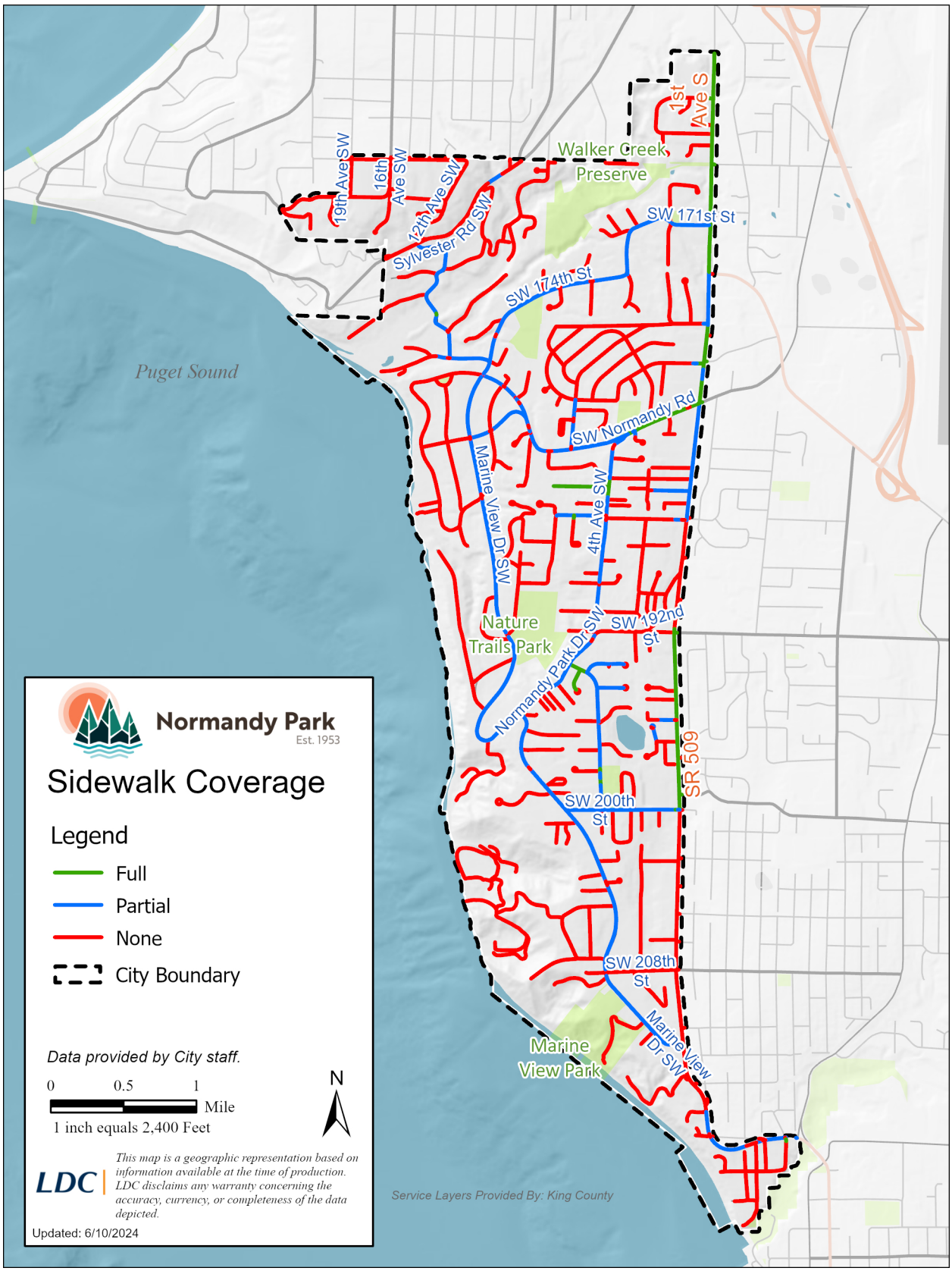


Figure 4.05 - Normandy Park Multi-modal Coverage

Table 4.07 - Streets with Sidewalks, by Classification			
Federal Functional Classification	**Road Mileage**	**Sidewalk Mileage**	**% of sidewalk coverage, by Roadway Type**
Major Arterials	3.7	1.89	51%
Secondary Arterials	8.5	3.23	38%
Local Access Streets	21.1	0.78	3.7%
City Totals	**33.3**	**5.90**	**15.6%**

Local access streets make up the majority of the city's roadway network but carry the least sidewalk coverage. Major and secondary arterials make up the majority of the city's sidewalk network. 1st Avenue S is the only roadway meeting the Full LOS standard.

Although higher traffic volumes are concentrated along the 1st Avenue S corridor, Figure 4.03 illustrates how only 1st Avenue S simultaneously provides pedestrian and bicycling facilities. All other roadways lacking pedestrian and bicycling facilities are inadvertently made suitable for non-motorized transportation due to their low speeds and traffic volumes, allowing for pedestrians and bicyclists to share the roadway with vehicle traffic.

Transportation *Modal Split*

The term *modal split* is used to describe the percentage of people that travel by a particular means or mode of transportation. King County Countywide Planning Policies call for cities to establish mode split goals and increase the use of non-single occupant transportation methods. Table 4.08 details Normandy Park's modal split data collected by the US Census Bureau.

Table 4.08 – Journey to Work Estimated Mode Split Percentages					
Normandy Park Mode Splits	**Single Occupancy Vehicle**	**Carpool**	**Transit**	**Walk/ Bike**	**Worked from home**
2012 (American Community Survey Data)	81%	9%	4%	1%	4%
2022 (American Community Survey)	66%	7%	3%	2%	23%
Note: US Census Bureau, American Community Survey, 2012 and 2022					

Between 2012 and 2022 American Community Survey data sets, there has been a significant shift of residents working from home. This has led to a significant decrease in driving alone, carpooling, while having a slight increase in walking and/or bicycling as a commuting option.

Land Use and Traffic Forecasting Assumptions

The Washington State Growth Management Act requires that land use assumptions be accounted for in the Transportation Element to ensure that transportation policies are consistent with land use policy. Because land use and transportation are so interrelated, these assumptions are important to clarify the basis of present and future levels of service and the improvements necessary to maintain those levels:

- Land use growth in neighboring communities and the surrounding region will correspond to future land use estimates made by PSRC.
- Normandy Park's zoning capacity can accommodate its 2044 growth targets. The land use assumptions (see Land Use Element and Housing Element) support any needed trip generation calculations and will track with that rate of growth.
- Secondary arterial and local access streets traffic volumes during the PM peak hour are expected to increase by 0.5 percent per year. This rate of increase will support the continued use of motorized and multimodal transportation modes.
- The completion of the planned extension of SR 509 from Des Moines Memorial Drive to I-5 is expected to

reduce vehicle volumes along 1st Avenue South. Additional details are outlined under the SR-509 subsection of Future Conditions and Need.

These forecasts may be subject to change with the proposed developments. If a proposed development would result in a reduction in the LOS for a transportation facility, the proposed development may not be approved, or may be conditionally approved. Development impacts should be evaluated as authorized by the State Environmental Policy Act (SEPA) (RCW 43.21C) and supported by the NPMC Chapter 13.12.

Conditional approval of a proposed development that will adversely impact existing LOS may require agreement to mitigate the impacts. Impact mitigation may include direct improvements to the adversely impacted facilities concurrent with project development, or impact mitigation fees based on LOS impact. For the purpose of this element, concurrent with project development could mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. In the case of a financial commitment, a developer should be required to pay mitigation fees for adverse impacts caused by the proposed development. The fees could be placed in an account for future improvements when sufficient funds are available to complete the project(s).

Future Conditions and Needs

Automobile Traffic and Street System

Given land use growth and capacity assumptions the City's efforts to encourage multimodal alternatives to vehicle travel, improve access to public transit, reduction in vehicular travel demand particularly for reductions in VMT and GHG, and changing trip characteristics, transportation impacts will remain relatively stable.

The commercial centers of Manhattan Village and Towne Center along 1st Avenue South will continue to be the primary service destinations within the city and will continue to generate traffic on 1st Avenue South.

As described in the "Land Use and Traffic Forecast Assumptions" section, traffic forecasts were developed for Normandy Park using the results from the MVSP and PSRC land use projections.

Table 4.09 compares the resulting 2035 intersection LOS grades to existing conditions. The LOS results indicate that all City-owned intersections would meet the City LOS grade "C" standard in 2035. Intersections along the portion of 1st Avenue South, currently assigned as SR 509, will continue to be maintained by WSDOT until the completion of the SR-509 extension project is complete. Until the project is completed, 1st Avenue South will continue to be subject to LOS standards developed jointly by WSDOT and the PSRC. The city is supportive of these standards and will continue to coordinate with WSDOT to maintain mobility along this corridor.

Table 4.09 – Future Intersection Level of Service - PM Peak Hour

Intersection	LOS[1] Standard	Existing		Projected 2035 LOS
		LOS	Highest Delay Movement[2]	LOS
1st Avenue S / SW 171st Street	C	C	EBL	C
SW Shorebrook Drive	C	A	-	A
Marine View Drive SW / SW Normandy Terrace	C	B	EBL	B

1 = LOS = Level of Service
2 = The highest delay movement is used to calculate LOS at SSSC intersections. NB = northbound; SB = southbound; EB = eastbound; WB = westbound; L = left; T = through; R = right

SR 509 Extension

As of 2024, WSDOT is currently under Stage 2 of the SR 509 Extension Project. In Stage 2, WSDOT will build the remaining 2 miles of the new SR 509 Expressway, reconfiguring SR 509 interchange at South 188th Street. The estimated completion of the project is by the end of 2028. As a result of the project, the portion of 1st Avenue South designated SR-509 will be transferred to Normandy Park during some time in 2032; the expected transfer would likely decrease traffic volumes along 1st Avenue South when the SR 509 extension project is complete.

Since the transfer date is not yet guaranteed, the 2035 Normandy Park traffic forecasts reflect a worst-case scenario for traffic demand on 1st Avenue South.

Regional and Local Transit Service

Transit ridership from Normandy Park is relatively low and with sufficient capacity and opportunity for those who choose to use it. Ridership by city residents, however, could be increased through some qualitative changes in the way transit service is provided:

- Small bus/van (dial-a-ride) service routed along SW 171st Street and Marine View Drive to increase mobility for Normandy Park disabled residents.
- Improvements to protect pedestrian and bicycling facilities along major and secondary arterials.
- Increasing safety through transit shelters and benches for riders using King County Metro along 1st Avenue South.
- Small buses or vans service to Sound Transit's Angle Lake Station at South 200th Street and Pacific Highway South

By increasing access to transit and connectivity to surrounding transit centers, city residents will be able to better access SEA International Airport, downtown Seattle, and other urban centers. The City should work closely with Sound Transit and Metro to assess the feasibility of transit service connecting Normandy Park to the Angle Lake Station and other transit centers.

Walking and Bicycling

Walking and bicycling activities are synonymous with a supportive multimodal transportation environment. Based on current pedestrian and bicycling LOS deficiencies on roadways (shown in Figure 4.04) the need for bicycling infrastructure along priority corridors can be achieved capital investment programming and budgeting as well as with grant awards opportunities. The city plans to pursue pedestrian and bicycling infrastructure projects through listed projects under the Transportation Improvement Plan (TIP).

Mode Split Trends and Reducing Single-Occupant Vehicle Usage

According to 2010 and 2022 journey-to-work data (See Table 4.08) the share of single-occupant vehicle usage has decreased significantly in the last 10 years. With the completion of potential pedestrian and bicycling facilities along 1st Avenue South and other roadways, the city expects an increase in the desire and need for pedestrian and bicycling facilities.

Additional shifts from single occupancy vehicles to multimodal travel modes (e.g. walking, bicycling, and transit) could be achieved by the following techniques:

- Improving the protection of pedestrians and bicycling facilities along major and secondary arterials.
- Increasing safety through transit shelters and benches for riders using King County Metro along 1st Avenue South.
- Directing small buses or vans service to Sound Transit's Angle Lake Station at South 200th Street and Pacific Highway South
- Exploring the feasibility of bike-share programs in anticipation of regional connectivity with major urban centers and other surrounding jurisdictions.

Transportation Improvements and Financing

This section explains the relationship between the City's 20-year capital facilities plan (CFP), the transportation improvement plan (TIP), and the City's operating and maintenance budget.

Capital Planning

The CFP was developed to create a transportation system that realizes Normandy Park's vision and embodies the transportation-oriented goals within the Comprehensive Plan. With these goals in mind, in addition to the future needs as described in the previous section, Figure 4.06 illustrates the process of what, when, and how the proposed transportation projects are to be carried out.

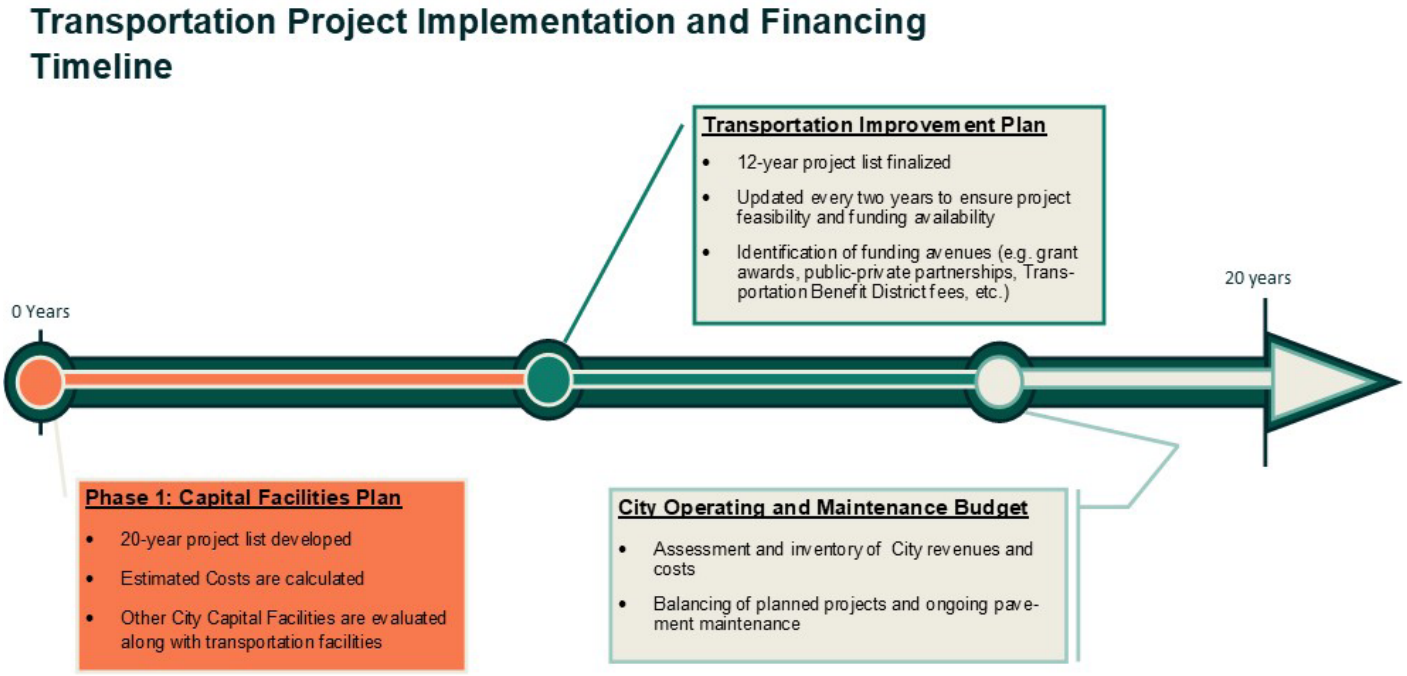


Figure 4.06- Transportation Project Implementation and Financing Timeline

The Capital Facilities Plan (CFP) will specifically develop a 20-year project list which catalogs project descriptions, purpose and location, and estimated costs. The project list will provide a starting point for the city to develop its financially constrained 12-Year Transportation Improvement Plan (TIP).

Following the CFP, the developed 12-year TIP will detail the means of how Normandy Park will be achieving its desired transportation projects and improvements. The TIP will be updated every two years, maturing on the basis of updated knowledge related to project feasibility and funding availability. In the case of Normandy Park, the majority of funds will come in the form of transportation grant awards and other funding avenues.

Once the fiscally constrained TIP is developed, development of planned projects will be phased through the City's Operation and Maintenance Budget. The budget will consider an inventory of revenues and costs that are likely to be made for the capital construction and operations of planned transportation projects. This component will help realize achievable transportation projects that will help the City achieve its mobility goals, all while cognizant of ongoing pavement maintenance to ensure that the roadway network and Levels of Service are kept in good condition.

The assessment of revenues and costs will carefully prioritize projects, ensuring all transportation improvements remain achievable in context of existing revenue sources during the 20-year period. If ever the city experiences funding falls short of meeting identified needs, the City has several options:

- Seek additional federal and state funds/grants.

- Encourage public-private partnerships for financing transportation projects.
- Consider implementing impact fees for new developments.
- Collect Transportation Benefit District fees.

Transportation Goals and Policies

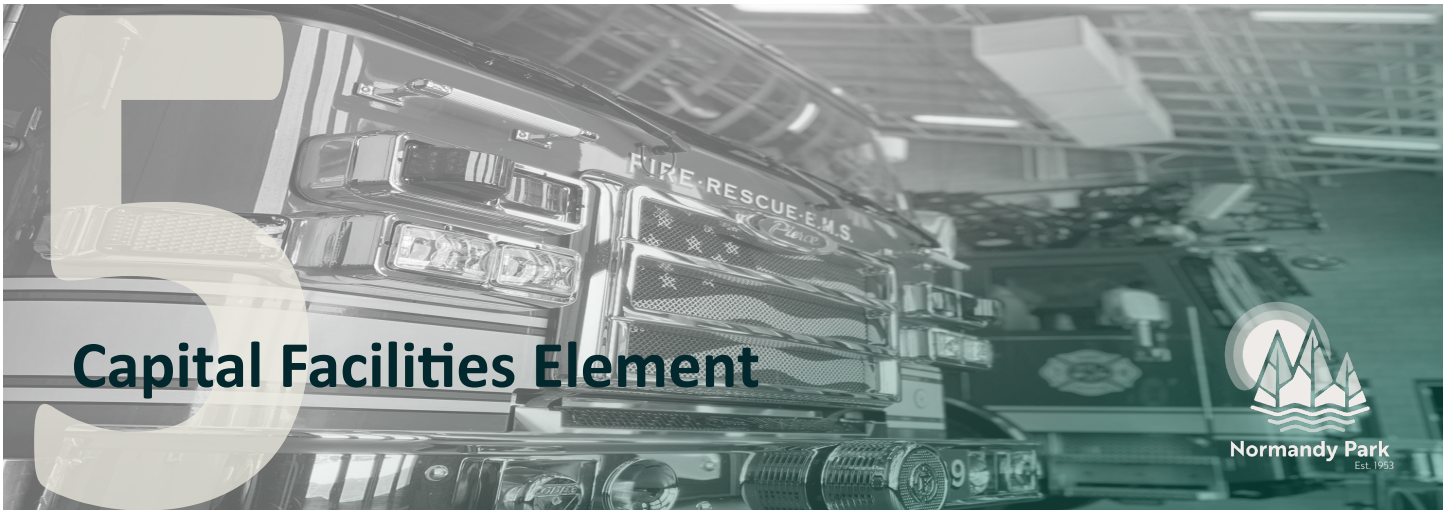
G.01-TR Improve and maintain the street system consistent with the City's land use policies, vision, and community character.

G.02-TR Maintain established Level of Service (LOS) standards for the street system, including supporting multimodal transportation including walking, bicycling, and transit.

G.02-TR	Improve and maintain the street system consistent with the City's land use policies and overall character.
G.02-TR	Maintain established Level of Service (LOS) standards for the street system, including supporting multimodal transportation including walking, bicycling, and transit.
P.01-TR	Maintain the efficiency of traffic flow by monitoring traffic, upgrading traffic control devices and developing traffic management techniques as appropriate.
P.02-TR	Support coordinated efforts between the City and adjacent and other affected jurisdictions including tribal governments, ports, airports, the county, region, and state to: • Develop and fund transportation plans and projects • Coordinate land use with transportation planning • Develop funding and concurrency strategies to meet GMA requirements • Coordinate public transportation, including opportunities for local circular routes (sweep shuttles) and service to the Angle Lake light rail station • Influence the supply of housing and housing types serving households with less than 80 percent AMI in the South Sound region • Avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses
P.03-TR	Ensure that streets and circulation systems are designed and constructed according to city standards.
P.04-TR	Include emergency service and other service providers in review of roadway designs to ensure adequate emergency vehicle passage.
P.05-TR	Design circulation system improvements to promote safety and fuel conservation and reduce environmental impacts, including toxic surface water runoff, air pollution, and noise levels in residential areas.
P.06-TR	In the annual update of the six-year Transportation Improvement Program, consider: • The priorities established in the Capital Facilities Plan • Street sections that are substandard and in need of repair and/or upgrading • Multimodal improvements that will reduce vehicle trips • Opportunities to place utility lines underground
P.07-TR	Continue the redevelopment of 1st Avenue South as a multimodal street, identifying a final design vision and coordinating with WSDOT to implement.

P.08-TR	Manage single occupant vehicle usage and encourage walking, bicycling, car-pooling, and transit ridership to reduce greenhouse gas emissions and foster public health. Methods may include: • Prioritizing pedestrian and transit corridor improvements • Monitoring employer compliance with the Commute Trip Reduction Act, if applicable • Working with transit providers to pursue new local circulator ("sweep shuttle") and light rail shuttle service • Working with METRO and PSRC on efforts to increase carpooling and transit ridership • Encouraging use of low-emission vehicles
P.09-TR	Encourage and promote the use of alternative fuel vehicles (including electric, hybrid, and fuel cell) as they are developed in all automobiles, truck, and commercial vehicle classes, supporting the use of such vehicles in ways that are safe and don't impede traffic flow.
P.10-TR	Support the use of the street network by Neighborhood Electric Vehicles (vehicles usually built for top speeds of 25 miles per hour) and other emerging technologies, where appropriate and consistent with state law.
P.11-TR	Work with owners, managers, and tenants of commercial properties to provide electric vehicle charging opportunities at private and public parking lots within the city.
P.12-TR	Enhance pedestrian and bicycling opportunities and preserve the capacity of city streets by expanding the existing system of sidewalks and trails to create a more effective pedestrian/bicycle circulation system. Give priority to: • 1st Avenue South • Marine View Drive • Internal pedestrian paths, allowing walkers to return to their origin without having to go on 1st Avenue or double back • East-west sidewalks, such as along Normandy Park Drive SW that provide the best opportunities for improving east-west circulation
P.13-TR	Work with Metro and other agencies involved in public transportation to provide improved transit services for city residents, including local circulator routes (sweep shuttle) and service to the Angle Lake light rail station.
P.14-TR	Coordinate public transportation planning with adjacent communities and regional transportation systems, including transit service connections to the Angle Lake light rail station.
P.15-TR	Support work to reduce single-occupancy vehicle (SOV)use, including Metro and PSRC efforts that increase carpooling and transit ridership.
P.16-TR	Ensure a sustainable street system by: • Prioritizing the maintenance and repair of existing facilities, guided by the Pavement Maintenance/Management Program report • Considering the best available lifecycle costs for capital improvements, including operation and maintenance costs; environmental, economic, and social impacts; and any replacement or closure costs
P.17-TR	Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

P.18-TR	Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly and the young, and low-income populations.
P.19-TR	Include multimodal transportation system components in all capital transportation projects, where they focus on connecting the commercial centers.
P.20-TR	Support efforts to establish and maintain marine ferry services in the South Sound.
P.21-TR	Include the Normandy Park Branding Guide in all design planning for city infrastructure improvements for purposes of branding and identity.
P.22-TR	Retain publicly owned street ends.
P.23-TR	Prepare a transition plan for transportation as required under Title II (ADA). Perform a self-evaluation of current facilities and develop a program access plan to address deficiencies and achieve the identification of physical obstacles, establish methods, perform modifications and identify leadership roles.



What you will find in this Chapter

- The purpose of a Capital Facilities Element
- Inventory and Analysis of current Facilities and Services including Level of Service standards, capital investments, projected projects and financing, and concurrency (adequacy)
- Identification of adequacy of unsewered areas
- Related Service Provider Plans

Introduction

This Capital Facilities Element summarizes Normandy Park's existing capital facilities, services and capacities, and analyzes the ability of each system to meet future demands resulting from the city's projected growth or facility expected service life. This element also includes summary information and policies related to utilities services.

The Capital facilities Element consists of:

- An inventory of current capital facilities owned by public entities, showing their locations and capacities
- A forecast of the future need for additional capital facilities
- The proposed locations and capacities of expanded or new capital facilities
- (At least) a six-year plan to finance capital facilities within projected funding capacities that clearly identifies sources of public money for such purposes
- A requirement to reassess land use policies if funding falls short of meeting needs, and ensuring that land use, facilities, and financing planning is coordinated and consistent.

This element reviews existing facilities and plans developed by the City and other entities, identifying potential issues and concerns regarding either existing services or current plans, followed by an analysis of the Levels of Service (LOS) provided by each service. Potential projects are then identified to address deficiencies or needs supporting the City's present and forecasted population.
This element also includes an analysis of the present and future financial capacity of the City to respond to future financing needs, including identifying some financial options and mechanisms available to the City. On the basis of the financial analysis, the element includes a six-year capital facility funding plan.

Utility providers have the primary responsibility for utility planning. While Normandy Park relies on the plans prepared by the providers, the requirements of the Growth Management Act offer an opportunity for the City to identify ways to improve the quality of utility services offered, and to ensure that the services are provided consistent with the goals and policies of this plan.

As with other portions of this plan, this element guides decision making to achieve the community's goals, including enhancing the livability of residential areas, providing necessary infrastructure and services - leading effective stewardship of the environment, and enhancing local safety and quality of life.

Land Use / Facility Balance

The GMA requires that the Capital Facility Plan be capable of supporting the needs of the land use plan. Normandy Park's forecast population can be accommodated utilizing its existing infrastructure. Most of the planned facilities described in this plan improve either existing levels of service or provide additional benefits for public health and safety, and are not required to provide additional capacity to support the findings of the land use plan.

Inventory and Analysis

Capital Facilities and Services

The inventory presented in this element provides information in an organized format useful to the planning process. The inventory summarizes general information pertaining to the existing facilities and utility services in the City and includes a discussion of distribution systems, capacity, and demand.

The city does not directly provide all of the capital facilities usually associated with cities, relying on a range of special purpose districts for many services. Major services provided by other entities include water, sanitary sewage treatment, solid waste and recycling, schools, fire and library. The City directly provides police, parks, streets, surface water management, and general government.

Water

Three separate water districts serve the City of Normandy Park: Highline Water District, Water District 49, and Water District 54. Each of these districts is an independent special-purpose district with its own board and staff. Each serves an area and population significantly larger than Normandy Park. Except for District 54, most of the City's water is from the regional water supply system developed by Seattle Public Utilities.

Figure 1 depicts the current service areas of the three water districts serving Normandy Park.

Current Facilities

Highline Water District

The Highline Water District's Retail Water Service Area (RWSA) includes portions of the Cities of Burien, Des Moines, Kent, Federal Way, Normandy Park, SeaTac and Tukwila, and unincorporated King County. There are approximately 2,100 Highline water service customers in Normandy Park, covering most of the city. The district serves its customers with water sourced from Seattle Public Utilities (SPU) and the district's four wells and three water treatment plants. Additionally, the district owns and operates nine water storage reservoirs, four booster pump stations, and provides services across approximately 295 miles of transmission and distribution pipelines. In total, the district currently serves approximately 18,200 customer accounts.

Water District 49

Water District 49 serves the Cities of Burien, Normandy Park, and SeaTac; Normandy Park comprises approximately 10 percent of the district's RWSA. Approximately 258 properties located in the northern portion of Normandy Park are in this service area. The district serves its customers with water sourced from the Tolt and Cedar Rivers, purchased from SPU utilizing approximately 59.1 miles of water mains including 640 fire hydrants with related isolation valves, control valves, and water services. Additionally, the district has one ground-level storage reservoir with a boost-pump station that is utilized to reduce peak demands on the SPU regional system. In total, the district currently serves approximately 11,718 people.

Water District 54

Water District 54 primarily serves the downtown area of Des Moines but also serves a small portion of the southernmost part of Normandy Park including 87 single-family homes on approximately 37 acres of land. The District maintains four production wells, an elevated reservoir (Upper Reservoir), a ground level reservoir (Lower Reservoir) and a booster station on one site. The District also maintains transmission and distribution water mains throughout the service area as well as an intertie with Highline Water District. In total, the district serves a population of approximately 5,200 people.

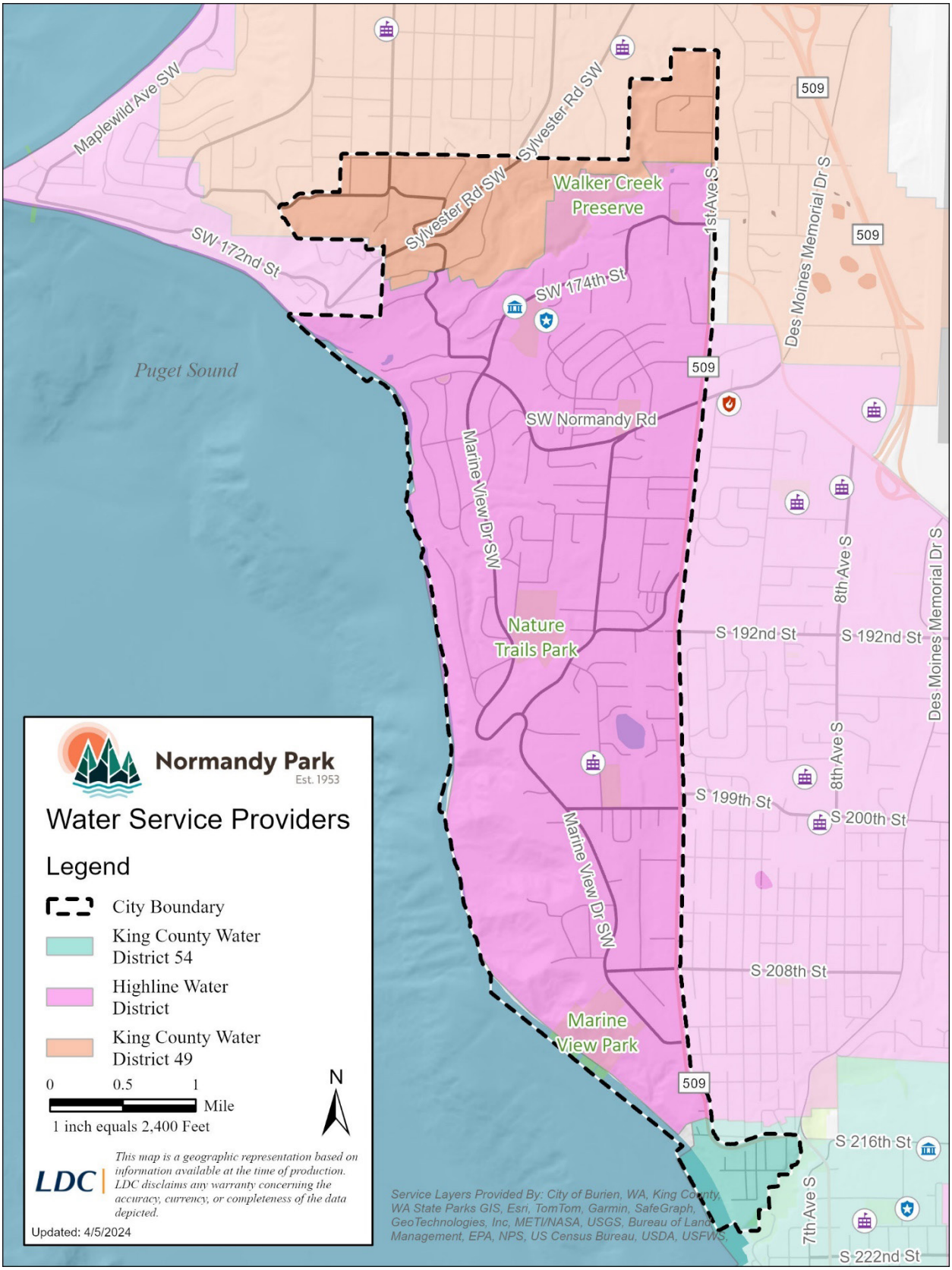


Figure 1 - Water Service Providers

Level of Service Standards

Pursuant to RCW 43.20.260, municipal water suppliers (defined in RCW 90.03.015) have a duty to provide retail water service within the RWSA if:

- District water service can be available in a timely and reasonable manner;
- The district has sufficient water rights and other sources of supply to provide the service;

- The district has sufficient capacity to serve the water in a safe and reliable manner as determined by DOH; and
- It is consistent with the requirements of applicable comprehensive plans or development regulations adopted under Chapter 36.70A RCW (GMA) or any other applicable comprehensive plan, land use plan, or development regulation adopted by a city, town, or county for the service area.

All three water service providers serving Normandy Park residents have committed to fulfilling their "duty to serve" among their adopted RWSA.

These districts have adopted independent service and design standards addressing service performance, construction design, and water quality to support their commitment to fulfill their "duty to serve." These standards are found within each Water System Plan (WSP) (Table 1[1]).

Water Service Provider Level of Service standards	
Document Name	**Page reference**
Highline Water District – Water System Plan – 2016	Pages 1-13 through 1-17
KC Water District No 49 – Water System Plan – 2019	Page 3-10
KC Water District No 54 – Comp. Water System Plan – 2019	Pages 3-1 and 4-1

Table 1- Water Service Provider Level – of – Service standards

Capital Improvement Projects

Water districts serving Normandy Park have planned capital improvement projects that address the needs of the community within their respective WSPs. The City has compiled capital facility projects identified by the water districts that serve the City; these can be found in the Normandy Park Capital Facilities Plan (CFP) or in each service providers' CIP (Table 2.)

Water Service Provider Capital Improvement Plans	
Document Name	**Page reference**
Highline Water District – Water System Plan – 2016	Chapter 7
KC Water District No 49 – Water System Plan – 2019	Chapter 7
KC Water District No 54 – Comp. Water System Plan – 2019	Chapter 9

Table 2 - Water Service Provider Capital Improvement Plans

Financing

Each of the three water districts serving Normandy Park has their own capital facility project financing outlined within their WSP. Table 3 identifies the location of these details in each district's most recent WSP.

Water Service Provider Capital Improvement Project Financing	
Document Name	**Reference**
Highline Water District – Water System Plan – 2016	Chapter 8
KC Water District No 49 – Water System Plan – 2019	Chapter 9
KC Water District No 54 – Comprehensive Water System Plan – 2019	Chapter 10

Table 3- Water Service Provider Capital Improvement Project Financing

Concurrency (Adequate Public Facilities)

The City coordinates the Comprehensive Plan with their water service providers to ensure there is sufficient capacity for the housing and employment growth projected for the 2024-2044 planning period. All three providers of water services in the City indicated that there was sufficient capacity for the City's projected growth based on their internal WSPs.

Sanitary Sewer

1Referenced plans are most current available at time of the 2024 Comprehensive Plan adoption. To find most current plans reach out to applicable service providers.

The City does not own or maintain any sanitary sewer system. Rather, sanitary sewer services are provided by the Southwest Suburban Sewer District (SWSSD) and the Midway Sewer District. The SWSSD provides most of the city's sanitary sewer service, and the Midway Sewer District serves a small area in the southern part of the city.

Current Facilities

Southwest Suburban Sewer District (SWSSD)

SWSSD serves the cities of Burien, Normandy Park, Des Moines, Sea-Tac, and portions of Seattle and of unincorporated King County. The District's service area is split between two drainage basins: Miller Creek Basin and Salmon Creek Basin. The SWSSD service area covers approximately 97 percent of Normandy Park containing all but the southernmost extent of the City (see Figure 2). All effluent collected by the SWSSD system in the City is conveyed either by gravity or through one of two pump stations (Pump Station #18 and #11) to the Miller Creek Wastewater Treatment Plant north of City Hall. The district owns and operates approximately 200 miles of gravity sewer, 3 miles of force sewer, 11 lift stations, and two sewage treatment plants.

According to the SWSSD General Sewer Plan (GSP), approximately 40,044 people lived in the Miller Creek drainage basin that serves Normandy Park; of those, approximately 29,688 people (82 percent of the drainage basin service area) had sanitary sewer service connections in 2021. The District's 2023 GSP aims to serve the entire population (including future growth) within their service area by 2050.

Midway Sewer District

The Midway Sewer District serves the cities of Des Moines, Burien, Federal Way, Kent, Normandy Park, SeaTac, and a portion of Seattle Tacoma (SEA) International Airport. Midway services the southernmost extent of Normandy Park; this area covers approximately 40 acres (see Figure 2). All effluent collected by the Midway Sewer District system in Normandy Park is conveyed by gravity to the Covenant Beach pump station and pumped to the District's Wastewater Treatment Plant for treatment prior to discharge to the Puget Sound East Passage. The district owns and operates approximately 138.6 miles of gravity sewer, 4.4 miles of force sewer, 1.3 miles of siphon sewer, 13 lift stations, and one sewage treatment plant.

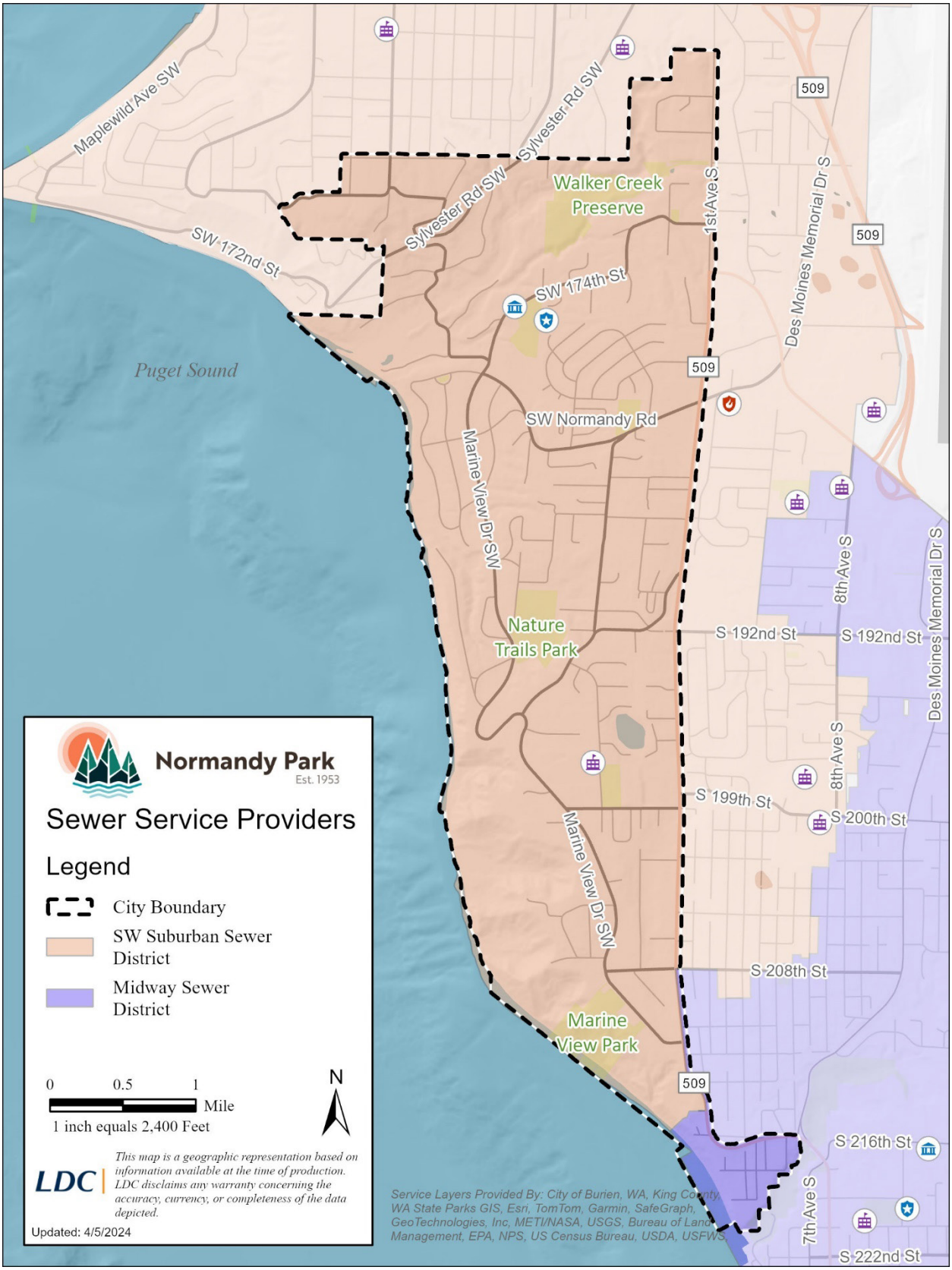


Figure 2 - Sewer Service providers

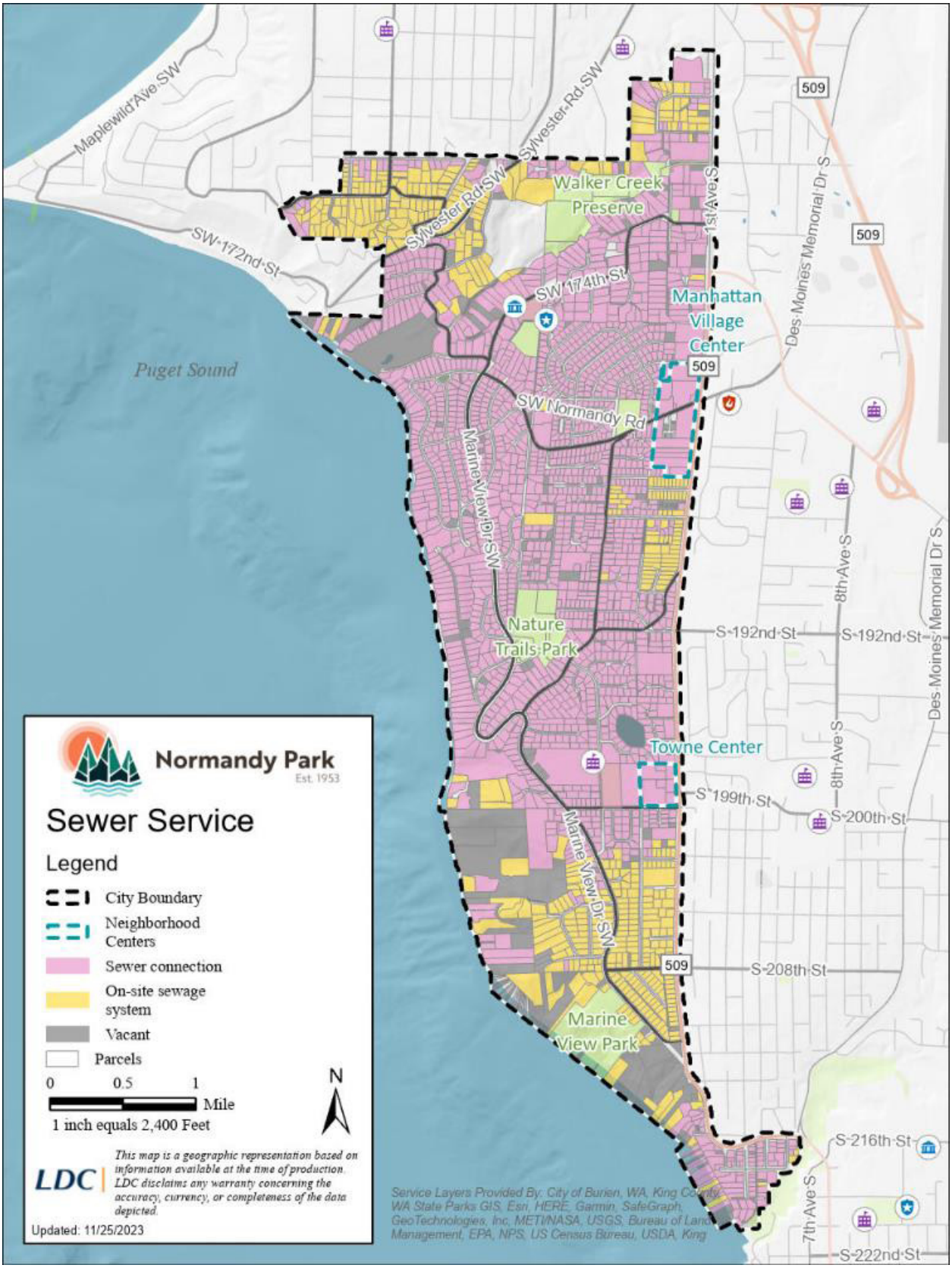


Figure 3 - Available Sewer Service

Unsewered Areas

Normandy Park is underserved with sewer availability for a built-out urban environment. Approximately 25 percent of properties in the city are either vacant or have a septic sewer connection.

Normandy Park Sewer Service by District (number of parcels)			
Parcel Sewer Status	Midway Sewer District	SW Suburban Sewer District	Total Normandy Park
Sewered	81	1,734	1,815
Septic	10	484	494
Vacant	10	138	148
Other[2]	6	97	103
Total	**107**	**2,453**	**2,560**

Table 4 - Normandy Park Sewer Service by District

A number of these unsewered parcels are concentrated at the southern reach of SWSSD's district boundary in an area that cannot drain to the main system via gravity. This area flows south and could conceivably be treated by the Midway Sewer District. For the district, the GMA requires that facilities and services provided by the district and necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimums. This means planning for and preparing for sewer within the entirety of the Service Area.

SWSSD's General Service Plan (GSP) description of this southern service area reach as an "Area within District corporate boundary but will likely serve to Midway Sewer District" is inconsistent with the GMA's provisions and inconsistent with the District's obligation to respond to land use plans by jurisdictions with its ability to identify and serve their projected growth. SWSSD must address its obligation to either plan for providing service to the southern end of Normandy Park by adding projects and funding to Chapter 10 of the GSP CIP or propose a date-certain (six-year CIP) by which it will mutually agree to Midway Sewer District's annexation of the area.

Level of Service Standards

These districts have adopted independent service and design standards addressing service performance, construction design, and water quality, to support their provision of sewer service in their districts. These standards can be found within each district's GSP.

Referenced Level of Service standards	
Document Name	**Reference**
Southwest Suburban Sewer District - General Sewer Plan - 2023	Chapter 4
Midway Sewer District – General Sewer Plan – 2018	Chapter 4

Table 5 - Sewer District Level – of – Service standards

Capital Improvement Projects

Sewer districts serving Normandy Park have planned capital improvement projects that address the needs of the community within their respective GSPs. The City has compiled any capital facility projects identified by the sewer districts that serve the City; this includes facilities inside of the City limits and facilities that indirectly provide service to the City outside its boundaries. These can be found in the current Normandy Park CFP or in each service provider's GSP.

Referenced Capital Improvement Plans	
Document Name	**Reference**
Southwest Suburban Sewer District - General Sewer Plan - 2023	Chapter 10
Midway Sewer District – General Sewer Plan – 2018	Chapter 11

Table 6 - Sewer District Capital Improvement Projects

2 Parcels without a sewer connection not vacant but also not on septic, such as stormwater and access tracts.

Financing

Each of the sewer districts serving Normandy Park has their own capital facility project financing outlined within their WSP. Table 7 identifies the location of these details in each district's most recent WSP.

Referenced Capital Improvement Project Financing	
Document Name	**Reference**
Southwest Suburban Sewer District - General Sewer Plan - 2023	Chapter 11
Midway Sewer District – General Sewer Plan – 2018	Chapter 12

Table 7 - Sewer District Capital Improvement Project Financing

Concurrency (Adequate Public Facilities)

The City coordinates 2024 Comprehensive Plan update with sewer service providers to ensure there is sufficient capacity for the housing and employment growth projected for the 2024-2044 planning period.

Stormwater Management

Current Facilities

The City provides stormwater management services through its Public Works Department which manages and maintains public stormwater infrastructure, regulates the maintenance of new infrastructure provided by current development, and plans for the overall expansion of the City's system to address existing deficiencies and accommodate future growth.

The city is in the Duwamish/Green River Drainage Basin Water Resource Inventory Area 9, also known as WRIA 9. Stormwater in the city naturally drains to Puget Sound via creeks and streams including Miller Creek, Walker Creek, Normandy Creek, and Des Moines Creek. The existing stormwater conveyance system consists of a combination of open ditches, pipes, catch basins, culverts, detention ponds, bioswales and water quality treatment ponds. The city manages approximately 1,500 catch basins, 164 manholes, 83 outfalls, over 29 miles of conveyance lines, and over eight miles of open ditches.

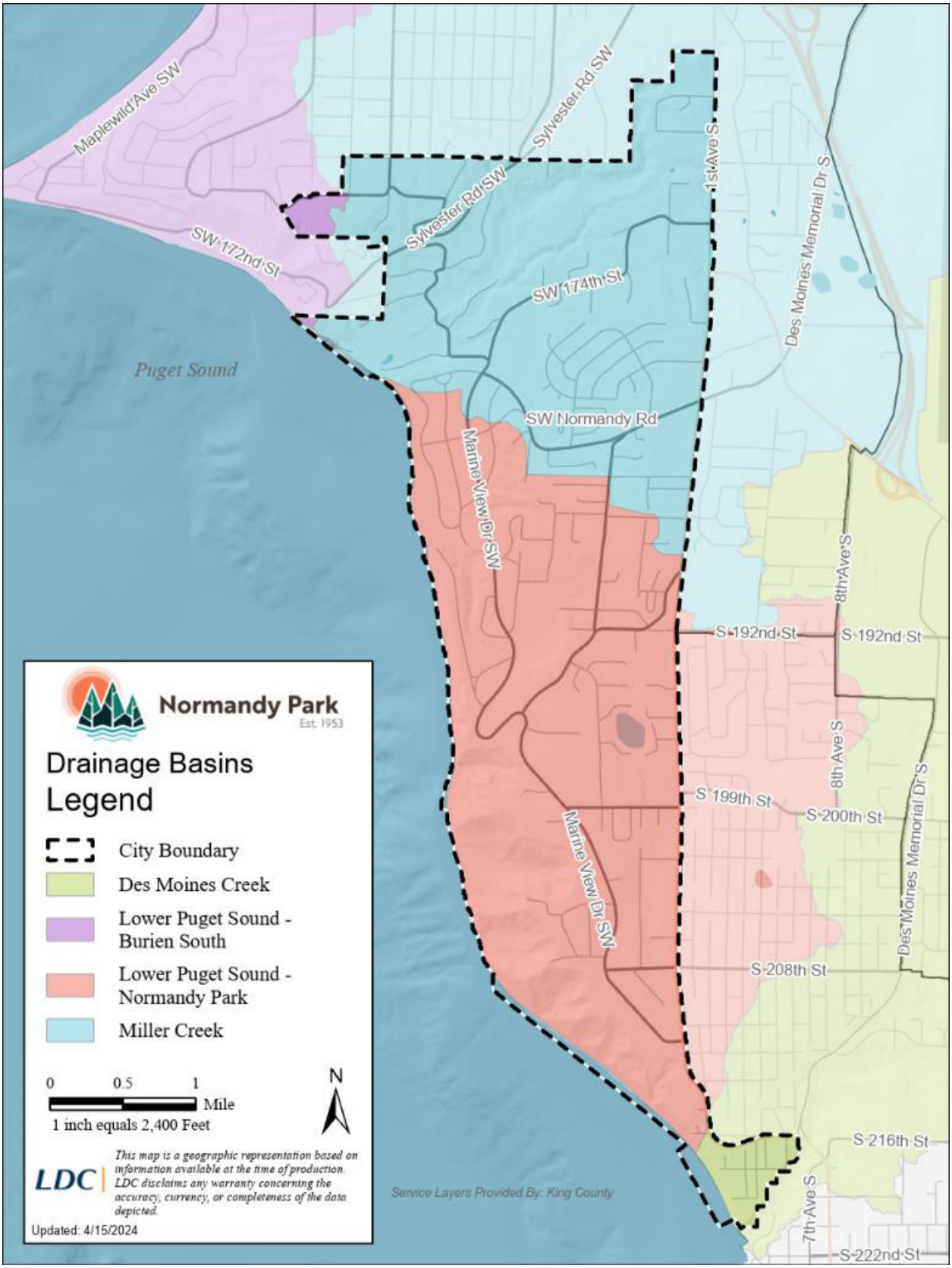


Figure 4 - Drainage Basins

Level of Service Standards

Normandy Park is committed to providing stormwater management services for its residents and ensures that all stormwater runoff generating development provides appropriate public or private infrastructure to support continued stormwater management as the city grows and changes. Additionally, the city is bound by federal and state mandates under the National Pollution Discharge Elimination System (NPDES) and their Phase II Stormwater permit. The City has compiled

a Stormwater Management Program (SWMP) Plan which is updated annually to coordinate planning and public works efforts regarding stormwater issues and transparently assess and address challenges facing the City's stormwater management. See the current SWMP Plan for more details.

Capital Improvement Projects

As a part of the 2022 Comprehensive Stormwater Plan (CSWP), the City modeled the existing stormwater infrastructure and analyzed its performance in storms producing two to four inches of rainfall in a 24-hour period. Deficiencies in the system identified by the model, and those identified by residents and city staff were used to populate a list of stormwater infrastructure improvements that should be implemented in the next 20 years.

Planned capital improvement projects are listed in the current Normandy Park CFP with their planned financing according to what was identified in the CIP in the current CSWP Chapter 7.

Concurrency (Adequate Public Facilities)

The City of Normandy Park has adequate stormwater management facilities to meet projected demand based on the findings of the 2022 CSWP. Continued maintenance and improvements as identified in the six-year and 20-year project lists would continue to maintain the city's adopted Level of Service.

Police

Current Facilities

The Normandy Park Police Department provides local law enforcement services for the city. Normandy Park's Police Department Headquarters is in the same municipal complex that houses the administrative and building and planning functions of the city. The department currently has 22 FTE employees and four (4) part-time equivalent employees.

Level of Service Standards

The police department services approximately 6,900 citizens over about 2.5 square miles. The department is divided into two divisions: Patrol and Administration. There are currently 10 commissioned police offers, three (3) reserve police officers, and one (1) non-commissioned staff.

The department's target Level of Service is to maintain a three-minute response time for emergency calls. The department as CPTED-certified staff to provide coordination with the Community Development department in development review and police protection facility planning to ensure that:

- Site design provides sufficient access for police protection.
- Adequate police protection is provided.
- Project designs discourage criminal activity.

Capital Improvement Projects

The current Normandy Park CFP (2024) does not include any proposed capital improvement projects for Police in either the 6-year or 20-year planning period. Unforeseen circumstances or changes in the City's priorities could result in future capital improvement projects for the Police Department.

Concurrency (Adequate Public Facilities)

The Police Department indicated that there is sufficient capacity for the City's projected growth. The Department will be involved in review of future development.

Parks and Recreation

Current Facilities

The City provides parks, trails, and recreational services through its Parks and Recreation Division. City residents also have access to other local and regional parks & recreation assets that serve the community.

The City of Normandy Park has 99 acres of parkland open to the public. There are two Active Recreation Parks, three Nature Preserve Parks, one Forested Meadow Park and 12 mini-parks. Eighteen acres are developed with active play or recreational facilities. The remaining parks are composed of nature areas with trail systems suitable for walking, jogging, and biking.

In 2024, the City prepared a Parks, Recreation, Open Space, and Trails Plan (PROST) which includes an inventory and assessment of facilities, public outreach, statement of goals and policies, examination of levels of service, and a CIP along with funding sources. The PROST Plan is a functional plan chapter of the Comprehensive Plan.

Figure 5 - Park Facilities Map

Level of Service Standards

The 2024 PROST plan evaluated parks and recreation level of service both quantitively and qualitatively by referencing standards established by the National Parks and Recreation Association (NRPA), and by including extensive public involvement to gauge present and future desires for facilities. As of June 2024, Parks and Recreation has adopted the following as their Level of Service Standards:

1. For all parks, consider the following measures:
    a. Provide parks that meet the interests and needs of the city's citizens, based on public input and survey findings.
    b. Prioritize development of existing undeveloped parklands over acquisition of new parklands.
    c. Prioritize development of non-motorized connections to parks.
2. For active parks:
    a. Provide 5.8 acres per 1,000 people.
    b. Strive to provide parks within a 10-minute walk of all city residents. Parks service areas, and resulting gaps, are identified later in this section.
3. For passive open space:
    a. Provide 4.1 acres per 1,000 people.
    b. Consider providing more than 4.1 acres per 1,000 people if opportunities arise to acquire properties that meet the City's environmental objectives, taking into account other park priorities.

Capital Improvement Projects

The 2024 PROST plan includes six-year and 20-year Capital Improvement Plans (CIP) serving to inform possible near-term and long-term city budgeting, procurement, and construction needs, while providing the flexibility to adapt to unforeseen opportunities that may present themselves during this plan's performance period. Capital improvement projects proposed in this plan are outlined in the most current Normandy Park CFP with their planned financing. See the 2024 Normandy Park PROST plan, Chapter 6, for a more detailed description of proposed projects.

Concurrency (Adequate Public Facilities)

Based on projected needs identified in the 2024 Normandy Park PROST plan, the City of Normandy Park has adequate parks and recreation facilities to meet projected demand. Continued maintenance and improvements as identified in the six-year and 20-year project lists are recommended to continue to meet the public's desires.

General Government

Current Facilities

General City services, including city administration and clerk, finance, public works administration, community development, IT equipment and the KCLS Book Locker, are housed in City Hall. The building also includes general police facilities. City Hall, with 9,800 square feet, provides office space for 26 full-time and 2.15 Full-Time Equivalent (FTE) part-time employees, including the police department. However, the number of employees present during any given day shift usually does not exceed 15.

The City operates a preschool and an after school drop-in program in partnership with the United Church of Christ at their church facility located at 19247 1st Ave SW. The leases space and facilities at this location.

Level of Service Standards

No level of service standard is adopted for general government facilities. Future general government facility service needs should be identified through a facility study.

Capital Improvement Projects

The Normandy Park CFP (2024) does not include any proposed capital improvement projects for general government facilities in either the six-year or 20-year planning period. Unforeseen circumstances or changes in the City's priorities could result in future capital improvement projects for general government facilities.

Concurrency (Adequate Public Facilities)

The City reassessed their general government facility needs in their 2024 Comprehensive Plan update to ensure there was sufficient capacity for the housing and employment growth projected for the 2024-2044 planning period. The City found that there was sufficient capacity for the City's projected growth.

Fire

Current Facilities

Fire services to Normandy Park and portions of Des Moines, along with annexed Burien and the unincorporated White Center (through a contractual consolidation with North Highline Fire District) area are provided by King County Fire District Number 2 (KCFD #2). South King Fire & Rescue provides Fire services to the southernmost tip of Normandy Park (for emergency purposes). KCFD #2 has four (4) stations:

- Station 18 1243 SW 112th St., Seattle
- Station 19 1606 S 128th St., Burien
- Station 28 900 SW 146th St., Burien (administrative office)
- Station 29 135 S Normandy Rd., Burien

Station 29 is the primary response station for Normandy Park and, as part of a regional effort in South King County to equally space out highly trained rescue personnel, has been staffed with firefighters possessing technician level certifications in various technical disciplines, including: rope rescue, confined space, trench rescue, and structural collapse.

Level of Service Standards

Together these fire stations respond to approximately 12,500 emergencies annually with a target response time of seven (7) minutes or quicker to all coverage areas. The current Fire Insurance Rating is III.

KCFD #2 has partnered with Community Assistance Referrals and Education Services (CARES), a service aimed to serve the community with various complex medical and social needs. The CARES Car is staffed by one firefighter and a social worker (licensed mental health professional) who respond to certain types of 911 calls and receive referrals from fire department crews that indicate someone might need assistance navigating a medical, behavioral health, or other ongoing need. A peer support function is an additional resource for employees with similar needs.

Capital Improvement Projects

There are no proposed capital improvement projects for Fire in either the 6-year or 20-year planning period. KCFD #2 indicated that Station 29 will have adequate capacity to serve its area until it is operating at 150% of its current capacity. Unforeseen circumstances or changes in the districts' priorities could result in future capital improvement projects for the KCFD #2 station 29. Refer to the most current Normandy Park CFP for an updated list of proposed fire capital improvement projects.

Concurrency (Adequate Public Facilities)

The City coordinated their 2024 Comprehensive Plan update with KCFD #2 to ensure there was sufficient capacity for the housing and employment growth projected for the 2024-2044 planning period. KCFD #2 indicated there was sufficient capacity for the City's projected growth.

Solid Waste

Current Facilities

The City of Normandy Park does not possess or manage any solid waste facilities. Such services and associated facilities are provided by King County through a solid waste transfer and disposal system (referred to as the "System"), which is subject to a shared cost and benefit arrangement among 37 other municipalities within the regional system. This arrangement is governed by the Amended and Restated Solid Waste Interlocal Agreement, extending the original agreement by an additional 12.5 years until December 2040.

As per its designated authority, the City of Normandy Park is responsible for overseeing collection services within its jurisdictional boundaries. It is obligated to direct all solid waste generated and/or collected within said boundaries to the System. To fulfill this obligation, the city has entered into a contractual agreement with Waste Management for the provision of collection services to include recycling, donation, and disposal options for both residential and commercial customers.

Statistical data from 2016 indicates that disposal and recycling rates within the city stood at 28 pounds per customer per week, with a recycling rate of 55 percent (excluding organic waste, the recycling rate was 32 percent).

Level of Service Standards

The 2019 King County Comprehensive Solid Waste Management Plan (CSWMP) includes 17 criteria that are used for the planning and evaluation of urban transfer stations. The criteria are grouped into three broad categories:

1. Level of Service to customers
    a. Estimated travel time to a facility.
    b. Time on site.
    c. Facility hours.
    d. Level of recycling services.
2. Station Capacity
    a. Vehicle and tonnage capacity.
    b. Space for three days' storage.
    c. Space for station expansion.
    d. Meets facility safety goals.
    e. Roof clearance.
    f. Ability to compact waste.
    g. Structural integrity.
3. Effects on Surrounding Communities
    a. Meets applicable local noise ordinance levels.
    b. Meets Puget Sound Clear Air Agency standards for odors.
    c. Meets goals for traffic on local streets.
    d. Existence of a 100-foot buffer between the active area and nearest residence.
    e. Compatibility with surrounding land uses.

Capital Improvement Projects

Capital facility projects identified by King County Solid Waste Division that serve the city include the Bow Lake Transfer Station and the Cedar Hills Landfill. These can be found in the current Normandy Park CFP or in the current King County CSWMP.

Cedar Hills Regional Landfill's capacity will be exhausted in 2028. Until then, King County plans to utilize the site to the maximum extent feasible through waste reduction and site development. After the Cedar Hills Landfill's capacity is exhausted, the current plan is to "contract for long-term disposal at an out-of-county landfill" as decided in the 2001 King County CSWMP. Alternate means of disposal upon the closure of Cedar Hills Landfill shall be determined by Cities and the County through amendments to the CSWMP.

Concurrency (Adequate Public Facilities)

The City coordinated their 2024 Comprehensive Plan update with their King County Solid Waste Division to ensure there was sufficient capacity for the housing and employment growth projected for the 2024-2044 planning period. Through its contribution, the City will ensure there is sufficient capacity for the City's projected housing and employment growth in the King County CSWMP update.

Schools

Current Facilities

The city is served by the Highline School District. One elementary school, Marvista, is located in the city and also serves areas outside of the city. Middle school and high school students from Normandy Park attend schools outside the city.

Marvista Elementary operates K-6 grades in a facility that opened in September 2009. District-wide enrollment projections show slight changes in enrollment year-over-year amounting to a total increase of approximately 1.3 percent by 2032[3].

Level of Service Standards

The Highline School District regularly updates its Capital Facility Plan which plans for projected growth and ensures that sufficient capital facilities are available to serve the community based on their adopted level of service standards. Table 8 shows the level of service standards outlined in the 2023 Highline School District Capital Improvement Plan; these stan-

3 2023-2028 Highline School District Capital Improvement Plan

dards are re-evaluated whenever the CIP is updated. Refer to the current CIP for updated level of service standards.

Grade Level	Average Class Size Based on Standard of Service
Kindergarten	17
Grades 1-3	17
Grades 4-5	27
Grades 6-8	29
Grades 9-12	29

Table 8 - Highline School District Level of Service Standards

Capital Improvement Projects

At the time of 2024 Comprehensive Plan adoption, there are no proposed capital improvement projects that serve the City for Highline School District Schools in either the six-year or 20-year planning period. Unforeseen circumstances or changes in the district's priorities could result in future capital improvement projects for Marvista Elementary School. Refer to the most current Normandy Park CFP for an updated list of proposed school capital improvement projects.

Concurrency (Adequate Public Facilities)

The District has planned for projected student enrollment and has planned for capital facilities accordingly. The District is currently not eligible for collection of impact fees but will submit required Student Generation Rate Data when it is determined impact fee collection is necessary. The District has requested the City adopt an impact fee code ordinance to support future collection of impact fees on behalf of the District. School facilities are adequate or will be adequate with the adoption of this plan.

Libraries

Current Facilities

Normandy Park is served by the King County Regional Library System (KCLS). An independent board appointed by King County governs the regional system. Capital facilities are financed either through the regular property tax levy of the system or by excess levies approved by the voters. The nearest branch libraries are in Des Moines and Burien. The Normandy Park City Hall is the site of a book locker—a device designed to provide a physical collection point for media materials ordered by library patrons—along with WiFi hotspot and access to the KCLS catalog, as well as a physical book [drop] return.

Level of Service Standards

King County Library Services Capital Investment Program assess proposed capital improvement projects based on the following factors:

- Health and safety
- Urgency
- Service or asset expansion/addition
- Estimated Useful Life and Facility Condition Index

For more information, refer to the King County Library Services Capital Investment Program.

Capital Improvement Projects

At the time of 2024 Comprehensive Plan adoption, there are no proposed capital improvement projects for library facilities in either the six-year or 20-year planning period. Unforeseen circumstances or changes in the districts priorities could result in future capital improvement projects for the library facilities. Refer to the most current Normandy Park CFP, or the King County Library Services Capital Investment Program, for an updated list of proposed library facility capital improvement projects.

Concurrency (Adequate Public Facilities)

The city is adequately served by current library services. Future needs will be addressed by the planning of the regional system. The potential impact of the City's land use plan on that planning is minimal.

Emergency Management

Current Facilities

The City maintains an emergency operations center at City Hall that is activated during an emergency. There is a generator to supply emergency power and radio gear to provide emergency communications, as described in the City emergency management plan.

Level of Service Standards

No level of service standard is adopted for emergency management facilities.

Capital Improvement Projects

At the time of 2024 Comprehensive Plan adoption, the most current Normandy Park CFP (2024) does not include any proposed capital improvement projects for emergency management facilities in either the six-year or 20-year planning period. Unforeseen circumstances or changes in the City's priorities could result in future capital improvement projects for emergency management facilities. Refer to the most current Normandy Park CFP for an updated list of proposed emergency management capital improvement projects and financing.

Concurrency (Adequate Public Facilities)

The City reassessed their emergency management facility needs in their 2024 Comprehensive Plan update to ensure there was sufficient capacity for the housing and employment growth projected for the 2024-2044 planning period. The City found that there was sufficient capacity for the City's projected growth.

Utilities

Current Facilities

Natural Gas

Puget Sound Energy (PSE) provides gas service to residents and businesses in Normandy Park. PSE has an active policy of expanding its supply system to serve additional natural gas customers. Expansion is driven by customer demand and must meet an economic feasibility test. The WUTC requires PSE to demonstrate that the cost of adding new customers is recovered from those customers and not from existing customers.

As of May 2024, PSE had 1,570 natural gas customers within the city. The average residential demand in Normandy Park is 53.1 cubic feet per hour (cfh), somewhat below the average consumption of 60.5 cfh for the region. The capacity of high-pressure lines supplying Normandy Park is up to 100 times the current residential demand.

Electricity

Normandy Park Customers and Consumption

Normandy Park is served primarily by PSE. Seattle City Light serves 145 residential customers and one non-residential customer in the part of the city north of Sylvester Road. The remaining 2,581 customers (2,472 residential, 107 commercial and 1 industrial) are served by PSE.

Regional Energy Production and Transmission

Normandy Park is part of PSE's Highline/Green River Subarea, an approximately 86 square mile area. In addition to Normandy Park, the subarea includes the cities of Renton, Kent, Des Moines, SeaTac and the unincorporated areas of King County such as Redondo and Vashon Island.

Normandy Park Facilities

Both the Talbot and O'Brian substations service Normandy Park. No distribution substations or transmission lines above 115kV are located in the city. The O'Brien-Midway #2 115kV transmission line runs along 1st Avenue South from Ambaum Boulevard to 204th Street. The Seattle City Light substation that services Normandy Park is located on the west side of the Duwamish River at approximately 100th Street, just south of the Seattle City Limits.

Telecommunications

CenturyLink's central offices in Burien and Des Moines service the City of Normandy Park and surrounding jurisdictions. CenturyLink was unable to supply the number of customers served in Normandy Park or estimates of local capacity. However, advances in technology and use of digital transmission allow CenturyLink to increase its capabilities in central office

switches as demand grows. A 10,000-line grouping, which includes adding circuit packs, line/trunk capacity units, and distribution frame wiring, can be engineered and installed in about 12 months.

Washington Utilities and Transportation Commission (WUTC) regulations require CenturyLink to provide adequate telecommunications service, and Section 480-120 of the Washington Administrative Code (WAC) outlines the performance standards and service expectations for CenturyLink and other phone companies that operate in Washington.

Broadband Service

High-speed Internet connections are provided via cable and via direct service line. Cable television service is also available.

Personal Wireless Service (Cell Phones)

Residents of Normandy Park may choose among various personal wireless service providers, but due to the city's topography, wireless reception is not reliable. As wireless technology advances, cell reception may improve. Better reception in residential areas will most likely require new cell sites in the interior of the city, potentially requiring amendment of existing city regulations.

Level of Service Standards

The City does not provide any utility services; level of service standards are internally regulated by each utility service provider. Seattle City Light is a publicly owned and operated utility service provider; the current Seattle City Light Strategic Plan Update contains more information about their adopted level of service.

Capital Improvement Projects

The City did not compile capital improvement projects for private utility providers. Seattle City Light is a publicly owned and operated utility service provider; as of the adoption of the 2024 Comprehensive Plan, the current Seattle City Capital Improvement (2024) did not include any proposed projects in Normandy Park.

Concurrency (Adequate Public Facilities)

The City coordinated their 2024 Comprehensive Plan update with Seattle City Light but was unable to coordinate with other utility service providers. Seattle City Light indicated that they had sufficient capacity to serve their customers in Normandy Park including projected growth. Other utilities are generally in-place to respond to consumer needs.

Related Plans

Highline Water District – Water System Plan – 2016
Highline School District – Capital Facilities Plan – 2023
KC Water District No 49 – Water System Plan – 2019
KC Water District No 54 – Comprehensive Water System Plan – 2019
Southwest Suburban Sewer District - General Sewer Plan - 2023
Midway Sewer District – General Sewer Plan – 2018
City of Normandy Park – Parks, Recreation, Open Space, and Trails Plan – 2024
City of Normandy Park – Comprehensive Stormwater Plan – 2022
City of Normandy Park – Stormwater Management Program (SWMP) Plan – 2022
City of Normandy Park – Capital Facilities Plan – 2024
King County – Comprehensive Solid Waste Management Plan – 2019
King County Library System – Capital Investment Program
Seattle City Light – Capital Improvement Plan – 2024
Seattle City Light – Strategic Plan Update – 2023

Capital Facilities Goals and Policies

G.01-CF	Facilitate the provision of all utilities at adopted levels of service, compatible with community goals and values expressed in the comprehensive plan.
G.02-CF	Develop and maintain the city's public facilities to ensure adopted levels of service exist for current users and for forecast growth.
G.03-CF	Actively influence the future character of the city by coordinating the development of city facilities and services with adopted land use patterns and intensities.
P.01-CF	Facilitate and encourage conservation of electrical, oil, natural gas, and water resources to delay the need for additional facilities, improve air quality, improve water quality (especially that of salmon streams and rivers), and preserve substantial resources for future generations.
P.02-CF	Coordinate land use and public works activities with an ongoing program of long-range financial planning to ensure availability of fiscal resources for implementing the Capital Facilities Plan (CFP).
P.03-CF	Where appropriate and reasonable, utilize utility and transportation rights-of-way for public access and use.
P.04-CF	Ensure that plans consider the best available lifecycle cost of a capital improvement, including operation and maintenance costs; environmental or climate related, economic, social impacts and any replacement or closure costs. Seek to secure adequate funding for transportation through a variety of methods, including: • Federal and state funds/grants • Public/private partnerships for financing projects that remedy problems or foster economic growth • Impact fees for new developments • Transportation Benefit District or other district fees.
P.05-CF	Encourage utility providers to review the Land Use and Capital Facilities Elements in the comprehensive plan in planning future facilities.
P.06-CF	Coordinate planning for utility facilities with adjacent jurisdictions, utility providers, and state and federal agencies, including the Washington Utilities and Transportation Commission (WUTC).
P.07-CF	Facilitate and encourage provision of high-speed Internet and broadband telecommunications access for all city residents and businesses that is equal to or better than regional standards.
P.08-CF	Encourage the location of utility facilities on appropriate and available lands, including location within transportation corridors and public rights-of-way.
P.09-CF	Promote collocation of new public and private utility distribution facilities in shared trenches, and coordinate construction timing to minimize disruptions to the public and reduce the cost to the utility. Provide timely notice to utilities to coordinate their trenching activities with the city's construction, maintenance and repair of existing roads
P.10-CF	Require undergrounding of electrical and communication lines in all new private and public development.
P.11-CF	Evaluate and refine recycling and solid waste programs to ensure: • Service providers offer cost and/or other advantages to the community • Regulations are employed only as required • Such programs demonstrate improved waste diversion rates in the city • A full range of needed and worthwhile programs exist, addressing all solid waste issues.
P.12-CF	Encourage methods of dispersing surface water, including reducing the impervious surface area of new development.

P.13-CF	Promote conservation of electricity, water and fuels in the city facilities and vehicles.
P.14-CF	Facilitate development of utility facilities by processing and approving permits in a fair and timely manner, in accordance with the city's development regulations.
P.15-CF	Approve energy facilities only if they comply with all applicable provisions of local, state and federal laws. No construction is allowed until all applicable permits are obtained and permit conditions satisfied.
P.16-CF	Emphasize the following concepts for management of capital facilities: • Provide preventive maintenance and cost-effective replacement of aging elements • Extend and upgrade capital systems. New development system extensions are the responsibility of those desiring service • Inspect systems to ensure conformance with design standards • Reduce the potential for service rate increases through effective fiscal management and realistic and equitable rate structures.
P.17-CF	Determine which services are most cost-effectively delivered by the city, and which services should be contracted out to others. Use joint facilities with adjacent service purveyors, where appropriate, to provide the most efficient and cost-effective service.
P.18-CF	Ensure that the continued development and implementation of the Capital Facilities Plan (CFP) reflects both the policy priorities of City Council and consistency with all elements of the comprehensive plan.
P.19-CF	Fund projects only when incorporated into the adopted city budget.
P.20-CF	Evaluate capital projects not included in the six-year Capital Facilities Plan (CFP) for consistency with the comprehensive plan prior to their inclusion in the city's annual budget.
P.21-CF	Include an identification of maintenance costs for any city capital proposal costing more than $50,000.
P.22-CF	Ensure that a development does not cause the level of service on a capital facility to decline below the standards set forth in this plan, unless capital improvements or a strategy to accommodate impacts are made concurrent with the development.
P.23-CF	Encourage various service providers such as school districts, sewer, water, and fire departments to review development proposals for available capacity to accommodate development and for any needed system improvements.
P.24-CF	Ensure that new or expanded capital facilities are compatible with surrounding land uses and have a minimal impact on the natural or built environment.
P.25-CF	Finance the city's capital facilities projects in an economic, efficient, and equitable manner.
P.26-CF	Work to ensure that developers or primary beneficiaries of new capital facilities bear an appropriate share of the costs of those facilities.
P.27-CF	Use general revenues to fund projects that provide a general benefit to the community.
P.28-CF	Consider long-term borrowing as a method of financing for large capital facilities that benefit more than one generation of users.
P.29-CF	Use special assessment, revenue and other self-supporting bonds, where possible, instead of tax-supported general obligation bonds.
P.30-CF	Cooperate with the county and state in site selection processes and location of essential public facilities, acting in accordance with King County Countywide Planning Policies and Growth Management Planning Council.

P.31-CF	Ensure that public facilities are not located in designated resource lands, critical areas, or other areas where the siting of a facility would be incompatible.
P.32-CF	Encourage use of public rights-of-way for multiple purposes including basic transportation, major utilities, stormwater systems and recreational trails.
P.33-CF	Base the siting of public facilities on, but not limited to, the following criteria: • Specific facility requirements (acreage, transportation access, etc.) • Land use compatibility • Potential environmental impacts • Potential traffic impacts • Fair distribution of such public facilities throughout the county • Citizen safety.
P.34-CF	Actively participate in sewer district planning and advocate for improvements that will reduce or mitigate the impacts of unsewered areas of Normandy Park.
P.35-CF	Promote increased capacity, best management practices (BMP) and best available science (BAS) in the operation of the Miller Creek sewer treatment plant and all sewer infrastructure within the City.

What you will find in this Chapter

- The purpose of a Parks and Recreation Element in Normandy Park
- PROST Plan synonymous with Parks and Recreation Element
- Overview of City and Private Recreational Facilities (PROST)
- Holistic recreational Levels of Service (PROST)
- Ongoing investments in Capital Improvement planning (PROST)
- PROST Plan objectives
- Capital Facilities Plan (PROST)
- Goals and Policies

Introduction

The Parks and Recreation Element implements and is consistent with the city Capital Facilities Plan Element as it relates to park and recreation facilities. Normandy Park's natural setting and features are seen as integral – even synonymous – with the community's identity. The recent adoption of the 2024 Parks Recreation Open Space and Trails (PROST) Plan update is in turn synonymous with the Parks and Recreation Element of *this* Plan. It reflects a facilities plan focus identified in short- and long-range planning and capital investments. This element achieves its purpose and relationship to the GMA by incorporating by reference the 2024 PROST Plan in this Element (2024 PROST Plan, p. 67) and the Parks and Recreation Facilities segment of the Capital Facilities Plan and CIP, and by:

- Presenting estimates of park and recreation demand for at least a ten-year period (PROST. Demands and Needs Analysis, starting p. 58).
- Referencing an evaluation of facilities and service needs (PROST, Inventory and Assessment, starting p. 9).
- Referring to an evaluation of tree canopy coverage within the urban growth area (PROST, starting p. 11). The city's 2018 Tree Canopy Survey is due for an update in 2024.
- Evaluating intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand (PROST, Appendix, Conservation Futures Tax, p. 114).

This element is also provided to ensure full compliance with grant programs offered by the Washington State Recreation and Conservation Office (RCO). For several of its granting programs, including the Boating Facilities Program, Land and Water Conservation Fund and the Washington Wildlife and Recreation Program, the RCO requires a completed, adopted PROS plan as part of supporting documentation. Submitted plans must be less than six years old. For reference and for RCO purposes, the Normandy Park PROST plan is available from the City.

The Normandy Park Municipal Parks District (MPD) is a taxing district passed by voters in 2009 to help operate and fund public parks wholly located within the City. The Normandy Park City Council is designated to serve in an ex-officio capacity as the Board of Metropolitan Park [District] Commissioners. Since 2019 the MPD's operating agreement is renewed annually with an automatic-renewal clause.

City Facilities

The city's existing park and recreation facilities are described in the Inventory and Assessment chapter of the PROST Plan (p.31).

Private and Non-City Recreation Facilities

In addition to citywide facilities, Normandy Park residents have access to and make use of nearby recreational facilities:

- Marvista elementary school playgrounds and athletic fields (accessible only during school hours and planned after school events)
- Des Moines Mt. Rainier Pool

Private recreation facilities in or near the city include:

- Normandy Park Swim Club
- The Cove Community Club
- Olympic View Swim and Tennis Club

Levels of Service

The 2024 PROS plan identifies a more comprehensive approach to determining service standards which: should encompass the distribution of land and facilities throughout the community, the per capita value of the system, the availability of programs for all demographics, the characteristics of the park's user base, the quality of the facilities, including their upkeep, and most importantly, how the public views the park system as a quality-of-life indicator.

Normandy Park's LOS Targets are identified in the PROST Plan (p. 60) for all parks and for active parks.

Figure 6.01- Existing Park Facilities - Source: 2024 PROST PLan - SCJ Alliance

Ongoing Investment

Normandy Park develops and maintains a phased program for capital improvements identifying costs and revenue sources for all facilities, including those associated with parks and recreation. Projects are reviewed

on an annual basis and are adjusted depending upon availability of funding, labor and shifting priorities. This Capital Improvement Program (CIP) is referenced in the Capital Facilities Element.

The 2024 PROS plan provides a needs analysis for each of the City's major parks and identifies actions for the City to take as part of implementation.

PROST Plan Objectives

Because this element references the City's current PROS plan, readers are urged to view the full set of parks related goals and policies in the PROS plan (starting p. 65).

Capital Facilities Planning

The PROST Plan Capital Improvement Program focuses on developing strategic projects to maximize funding opportunities, then develops a multi-year Capital Improvement program (starts p. 70).

Parks and Recreation Goals and Policies

G.01-PR	Develop a system of parks, walking trails and recreation facilities that are financially sustainable, meet public recreation needs, and incorporate and enhance the natural environment.
G.02-PR	Increase public access to shoreline areas as appropriate and feasible, considering: • Property rights • Maintaining public safety • Limiting municipal liability • Maintaining natural character and appearance • Maintaining ecological functions
P.01-PR	Protect park and recreation areas from physical damage and/ or limitations on use resulting from surrounding conditions including heavy traffic, excessive noise, surface water runoff, or air and water pollution
P.02-PR	Designate accessible, publicly owned shorelines using appropriate signs.
P.03-PR	Priority for shoreline access acquisition should consider resource desirability, availability and proximity of population.
P.04-PR	Acquire and develop shoreline areas and access features in accord with the City's Shoreline Master Program and with park and recreation goals.
P.05-PR	Make public shorelines fully accessible per ADA standards whenever physical conditions reasonably permit.
P.06-PR	Make viewpoints, lookouts, and vistas of shorelines and wetlands publicly accessible where conditions reasonably permit, ensuring adequate protection of private properties.
P.07-PR	Work to connect parks facilities, public viewpoints and shoreline access areas using trails and bicycle pathways.
P.08-PR	Work to optimize the recreational, educational and historic value of publicly owned shoreline areas and access points.
P.09-PR	Coordinated with community needs, work to identify, acquire or reserve lands for future open space, parks or recreational needs, or shoreline access, whether visual or physical.
P.10-PR	Shoreline recreational areas should be sited and designed to facilitate adequate monitoring of activity and maintenance.
P.11-PR	Bicycle path planning should take into consideration opportunities for shoreline views.

P.12-PR	Cooperate and coordinate with the Highline School District, and with other public agencies and private groups to meet the recreation needs of the city.
P.13-PR	Consider opportunities to obtain additional lands and facilities for parks throughout the city, particularly in those areas facing the most potential development.
P.14-PR	Periodically compare recreational demand and usage to established Levels of Service, informing consideration of additional capital programs for parks.
P.15-PR	Maintain an updated and financially viable plan for meeting park and recreation needs.
P.16-PR	Develop and update a Parks Improvement Program on an annual basis, in conjunction with the City's overall Six-Year Capital Improvement Plan (CIP) and the annual City budget process.
P.17-PR	Assign a high funding priority to park projects that incorporate walking trails and/or eliminate safety hazards.
P.18-PR	Consider the cost of operation and maintenance when developing or enhancing parks.
P.19-PR	Ensure adequate annual funding for general and preventative maintenance of existing parks.
P.20-PR	Utilize supervised volunteers to aid provision of parks and recreation services whenever appropriate.
P.21-PR	Balance public use needs and preservation of the natural environment in park design.
P.22-PR	Open newly acquired parklands to the public as soon as possible, completing improvements as necessary to implement parks-related goals and policies.
P.23-PR	Incorporate features in park design that benefit the natural environment and educate users regarding their presence and function.
P.24-PR	Utilize eco-friendly methods and products in development and maintenance of parks.

What you will find in this Chapter

- The role the environment plays in Normandy Park
- Inventory, analysis, and regulatory implementation direction for Critical Areas
- Background and policy support for surface water management through the Stormwater Management Program Plan and the Stormwater Master Plan
- Shorelines protection through the Shoreline Management Plan
- Environmental Policies/Framework
- References to Critical Area and Shoreline Area mapping

Introduction

The natural environmental play an especially strong role in Normandy Park, influencing community character and quality of life. Important natural assets for residents include shorelines; views of Puget Sound and the Salish Sea; native and introduced vegetation; local geography and topography; soils; surface and sub-surface water bodies including streams and stream corridors, wetlands and buffers; aquatic and land wildlife habitat; and urban air quality.

Normandy Park's Environmental Element provides a policy framework for 1) the City's critical area regulations (CAO) in NPMC 18.36 and surface and stormwater control in NPMC 13.08, and for 2) the Shoreline Master Program (SMP) in NPMC Title 16. The latter serves as the City's primary tool for implementing shoreline and shoreline ecosystem goals under the Shoreline Management Act. The SMP acts as a reference to a shoreline element, and the SMP's purpose is coastal protection and restoration primarily through implementation of the city's codified Shoreline Management sections in NPMC Title 16.

The Environmental Element refers to the natural environment's inventory and analysis within defined critical environmental areas. It also provides 3) background and policy support for surface water management through the Stormwater Management Program Plan (SWMP—a functional plan and updated in 2023) and the Stormwater Master Plan (aka Stormwater Management Action Plan—SMAP—and 2022 Comprehensive Stormwater Plan) and should include reference to all of these functional plans that provide guidance and reference to the city's stormwater management.

The following pages summarize the environmental systems and conditions that influence the City's planning. This chapter also provides a set of goals and policies to compliment the City's efforts regarding its natural assets.

The City updated its CAO in 2019, mapping related areas and developing regulations using Best Available Science (BAS) and conducting a public process for review and adoption.

In 2020 the City updated the Shoreline Master Program. The SMP serves as the City's primary tool for implementing shoreline and shoreline ecosystem goals. The SMP was developed to comply with Shoreline Master

Act (SMA) requirements (RCW 90.58), and the state's SMP guidelines (Washington Administrative Code [WAC] 173- 26, Part III), which went into effect in 2003.

This element incorporates the CAO and SMP by reference, and is not intended to amend or modify what is contained there. Rather, it is intended to echo what exists in the CAO and SMP, reinforcing the prominence of those documents by incorporating their policy framework in this plan. The policies and actions referenced in this element should be considered as lending a community-wide perspective to the City's shorelines and critical areas, suggesting ways that other city policies can work with natural environment policy to achieve the type of shoreline and environmental conditions the community seeks.

This element recognizes the continued execution of an Interlocal Agreement for climate collaboration with King County and participation in the King County-Cities Climate Collaboration (K4C) project.

This element introduces coastal resiliency planning—Sea Level Rise (SLR)—as a component of the city's long range planning process.

Natural Environment

The natural environment is a complex system of interrelated components including air, water, soils, plants, and animals, all of which are affected by human activity. The purpose of this section is to expand upon the community's commitment to the stewardship of natural resources and provide a policy basis for city decisions that affect the natural environment. The GMA contains the following goal concerning the environment:

> *"…protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water." (RCW 36.70A.020(10)*

This goal envisions a mutually supportive relationship between humans and the natural environment, balancing competing objectives. Moreover, the GMA contains specific requirements for the designation and protetion of critical areas.

Inventory and Analysis of Critical Areas

Topography

Normandy Park's topography is similar to other receding coastline areas in the Puget Sound region. The shoreline has steep high banks except where small creeks and streams have created low bank deltas with steep wooded ravines. Inland, the land slopes gently towards the Sound and is interrupted by the Arrow Lake Basin as well as various forested wetlands at the sources and along the banks of the streams that traverse the city.

In accordance with the Washington State Growth Management Act (GMA), Normandy Park's land use planning and regulatory effort recognizes that there are areas that are unsuitable for building and areas that provide valuable natural resources that should be protected from development. The following sections describe the various types of critical (or "environmentally sensitive") areas within the city. As discussed in the introduction, the City completed and adopted a set of regulations comprising a CAO, which classify such features and protect them from damage due to development or land use activities[1]. A set of "Critical Areas Maps" illustrate the various critical areas in Normandy Park.[2] Those are adopted by reference.

Streams

Regulated in the City as fish and wildlife habitat conservation areas, streams, in their natural state, support a multitude of fish and wildlife, protect property by moderating flooding and erosion, and provide recreational opportunities and aesthetic value. Streams and corridors are part of surface water management in the Normandy Park planning area and drain predominantly into three streams: Walker Creek, Miller Creek, and Normandy Creek[3]. Walker and Miller Creek are "significant," or Class 2, streams that run year-round and are

salmon-bearing. Normandy Creek is an unclassified stream not used by salmonids.

Fish and Wildlife Habitat Conservation Areas

In Normandy Park, fish and wildlife habitat conservation areas are found in and around the city's wetlands and streams. The stream and wetland provisions in the Critical Areas Ordinance are designed to provide protection of these areas. Figure 1.4, developed using data from the Department of Fish and Wildlife and King County, depicts areas identified for several salmonid species, as well as for smelt, pileated woodpecker, geoduck and hard-shell clam species, and zones along creeks, wetlands and shorelines designated as "biodiversity areas."

Frequently Flood[ed] Hazard Areas

Flooding is a natural geologic process that shapes the landscape and provides habitat for wildlife. As human activities encroach upon floodplains and affect the distribution and timing of drainage, flood problems typically increase. The built environment also creates localized flooding problems outside of natural floodplains by altering and confining drainage channels, thereby reducing their capacity to contain flows.

Flood hazard areas are generally defined as those subject to inundation by 100-year floods. A 100-year floodplain is an area that has a one percent chance of inundation in any given year. In Normandy Park, such areas include lands adjacent to Normandy, Miller, and Walker creeks, Nature Trail Park, and lowlands along the Puget Sound shoreline. These areas are officially mapped in FIRM maps and available at the city.

Erosion and Landslide Hazards

Regulated as geologically hazardous, erosion and landslide hazards are found mainly in areas with steep slopes. Many of the major valleys and shoreline bluffs of the Puget Sound region are bordered by steep slopes and unconsolidated glacial deposits and soils that are highly susceptible to landslides. These unstable slopes are a major hazard to people and structures, but they provide ecological value as "beach-feeder" bluffs as they erode.

Erosion is a natural process of the wearing away of land surfaces by water, wind and glacial scour. Of these geologic forces, erosion by running water is the dominant process operating on the glacially sculpted modern landscape of the Puget Sound Basin. In addition to slope, the susceptibility of any soil type to surface erosion depends upon the physical and chemical characteristics of the soil, its protective vegetative cover, and the amount and velocity of water running over it. Normandy Park's erosion and landslide hazard areas are concentrated on the steep slopes and bluffs along the Sound shoreline, particularly from Normandy Creek southward to Des Moines Creek.

The stability of a slope is highly dependent on the water content of the underlying layers of soils. Water readily percolates through sand and gravel, but it ponds above less permeable silt, clay, and till layers, saturating the overlying layers. Where a less permeable layer such as clay or silt intersects a hillside or bluff, water often seeps from the layers above. This combination of soil types, topography, and local ground water levels and flow results in a high potential for landslide. Areas identified as presenting landslide hazards in Normandy Park are limited to lands generally just outside northern City limits along the Puget Sound and an upper portion of a Miller Creek tributary.

Seismic Hazards

For purposes of this plan, Seismic Hazard areas are those subject to risk of earthquake damage as a result of soil settlement or soil liquefaction. These conditions occur in areas underlain by a shallow ground water table. Ground shaking can cause loosely packed soils to become more densely packed, resulting in ground settlement. Liquefaction occurs when the structure of water-saturated soil collapses, and the water pressure is left to support the weight of the overlying soil. The resulting soil mass has little resistance to horizontal

movement. Loose, water-saturated materials also tend to experience the most severe ground shaking during regional earthquakes. Such events may also trigger landslides, soil compaction, and inundation from seismically induced water waves. The Critical Areas map locates seismic hazard areas in the vicinity of Walker and Miller Creek in the northeastern-most portion of Normandy Park.

Wetlands

Wetlands in their natural state offer enormous biological, hydrological and economic value. As transition areas between land and water environments, wetlands play a critical role in the life-supporting aspects of aquatic systems, while modifying the destructive forces of drought and flooding. Bogs, marshes, swamps, and ponds provide food and cover for a multitude of wildlife.

Historically, wetlands have been considered "wastelands," often drained and filled for agricultural, industrial, or residential uses. As a result of habitat loss, many plants and animal species, once plentiful, are now scarce in the Puget Sound region. Loss of the hydrologic benefit of wetlands has resulted in decreased water quality and downstream flooding in some urban areas. Structural solutions to drainage concerns may be necessary in areas where the natural drainage system cannot be rehabilitated.

Mapping work conducted as part of this update identified eight wetlands having a total area of approximately 83 acres within Normandy Park. For purposes of buffering and resource protection, wetlands are to be classified according to the currently adopted Washington State Wetlands Identification and Delineation Manual.

Development proposals in or near wetlands or other critical areas must consult with the City prior to application, determining whether work such as critical areas reporting may be necessary.

Aquifer and Ground Water Protection

Ground water accumulates from precipitation and surface water filtering through the ground to aquifers. Ground water is a critical resource because of its use for drinking water in many areas. Contaminated ground water is costly and difficult, if not impossible, to clean up. Consequently, preventing contamination is crucial to protection of this essential resource.

Several potential sources of ground water pollution exist in Normandy Park, including ineffective or overflowing septic tanks, and improper disposal of household hazardous waste. Prevention of contamination from these sources requires education of residents and business owners, as well as regulatory measures.

Regulated through critical aquifer recharge areas, the Critical Areas map locates one aquifer recharge area within city limits, generally located along 1st Avenue South and SW Normandy Road, extending northwards as far as Walker Creek.

The King County Department of Natural Resources and Parks leads implementation of the 2001 Groundwater Protection Program, providing management, policy, and technical expertise to help protect the quality and quantity of the groundwater resources in King County. The program currently provides data including location of groundwater wells, monitoring sites and maps illustrating land use types associated with groundwater permeability.

PFAs

Per- and polyfluoroalkyl substances (PFA), are chemicals are widely used in commercial and consumer products, and served a firefighting role at military based and at airports. The State of Washington (departments of Health and Ecology) is testing and discovering active contamination by PFAs of groundwater resources in and near these facilities, and is finding these contaminants in people.

The Departments of Ecology and Health developed a statewide Final PFAs Chemical Action Plan (CAP) for PFAS to address human exposure and environmental contamination. The plan recommends actions to address contamination and human exposure.

Stormwater Management

The area within which surface water drains to a particular body of water is known as a drainage basin. Normandy Park encompasses parts of five drainage basins within its corporate limits. These drainage basins are named for the body of water into which the surface water from that area runs. These five basins are Normandy Creek, Lower Puget Sound, Miller Creek, Walker Creek, and Des Moines Creek.

Within each drainage basin, land use plays an important role in how much and how fast surface water drains from the land into the streams and wetlands. As land is developed with roads, buildings and other impervious surfaces, it loses its ability to absorb rain and snow run- off. As developed lands lose their ability to absorb water, it becomes necessary to intervene and create artificial drainage systems to prevent flooding of those areas that receive the run-off from developed areas.

Because of its location at the bottom of several converging drainage basins that have been substantially developed, Normandy Park has historically had numerous drainage and flooding problems.

The city conducts surface water management through the Stormwater Management Plan (SWMP—a functional plan) and should include reference to all of the functional plans that provide guidance and reference to the city's stormwater management.

Stormwater Management Program (SWMP) Plan

"The Stormwater Management Program (SWMP) Plan was prepared to guide the City in planning, funding and implementing a comprehensive program for addressing current and future regulatory and policy requirements for managing stormwater runoff and the City's natural resources. The City's stormwater program currently consists of many separate programs, conducted by the Public Works and Planning [sic] Departments. These programs are typically implemented to respond to regulatory requirements, the need for public services and safety, and the City's commitment to protect and improve the quality of its natural resources. Examples include capital improvement projects for stormwater and flood control, maintenance of public stormwater systems, resource monitoring of streams to assess and respond to water quality problems, private stormwater facility inspection, and public involvement and education…'

'…The purpose of the Stormwater Management Program is to comprehensively address how to meet the many different but related regulations, adopted plans and programs, and policies that affect urban stormwater, flooding and associated water resources. Because many of these requirements from different sources affect the same activities (emphasis added), an overall stormwater plan is needed to address the interrelationships of the programs and efficient approaches for meeting requirements and implementing policy, consistent with long-term goals, objectives and policies as outlined in the City of Normandy Park Comprehensive Plan."

-Stormwater Management Program (SWMP) Plan (2023 Update)

Stormwater Master Plan (SMP)

The City in 2022 also adopted a Stormwater Master Plan (SMP) (it also goes by the names of Stormwater Management Action Plan—SMAP—and 2022 Comprehensive Stormwater Plan) that documents:

"…the City's existing stormwater management system and operational procedures, and identifies regulatory requirements as well as stormwater and surface water related system deficiencies. The Plan proposes improvements to the City's system and guides operational procedures in order to improve the City's surface water quality and to maintain compliance with the Department of Ecology's NPDES Phase II Permit."

-SMP SEPA Environmental Checklist: brief description of proposal

The Stormwater Master Plan (Stormwater Plan) in its Introduction describes its purpose as that of:

"...a planning document that provides guidance to minimize adverse effects of stormwater runoff on ground and surface water. It identifies water quality and quantity problems associated with stormwater runoff that may affect the environment and community, and provides recommendations for infrastructure improvements and programs to improve stormwater quality and quantity control. The Plan includes a cost analysis and implementation schedule of the recommended improvements...The primary goal of the Stormwater Plan is to preserve and protect water quality and the hydraulic regime within the City's drainage basins and the receiving waters of Walker, Miller, Des Moines, and Normandy Creeks and Puget Sound."

-Stormwater Master Plan Chapter 1: Introduction – Purpose

The Normandy Park Municipal Code lays out general requirements for stormwater management and adopts the 2019 Stormwater Management Manual for Western Washington as its primary design manual.

Climate Change and Climate Resiliency

Normandy Park will be required by 2029 to adopt goals and policies addressing climate change in a new Element as a result of legislation passed in 2023 (HB 1181). This law adds a climate goal and requires plans to have a Climate element with resilience and greenhouse gas emissions (GHG) mitigation sub-elements. The Department of Commerce notes that:

- The resilience sub-element must include goals and polices to improve climate preparedness, response and recovery efforts. This is mandatory for all counties and cities fully planning under the GMA and encouraged for others.
- The greenhouse gas emissions sub-element must include goals and policies to reduce emissions and vehicle miles traveled. This sub-element is mandatory for the state's 11 largest counties and the cities within those counties.
- Climate elements must maximize economic, environmental, and social co-benefits and prioritize environmental justice in order to avoid worsening environmental health disparities.

Actively planning for climate change

Climate change's effects will be felt in Normandy Park and in the region, including but not limited to sea level rise (see below – SLR), stormwater management, all of critical areas management, capital facilities planning, regional air, water, and groundwater pollution from transportation and other sources. Mitigating climate change impacts due to increased temperature extremes and sea level rise in a manner that fosters resiliency will be a key effort of the city's planning work towards the 2029 adoption deadline. New policies are added here to the Environmental Element to set the framework for ongoing climate change mitigation and resiliency implementation.

Sea Level Rise (SLR)

The Department of Ecology notes that "The state's coastal and marine waters are vital to Washington's culture and economy. Tourism and marine industries sustain and fuel regional economies. As the climate continues to warm, sea levels are projected to rise, putting coastal communities and economies at risk." Communities with a coastal presence, such as Normandy Park, will need to actively plan for resiliency to mitigate impacts from flooding, landslides, river channel migration, and beach and bluff erosion.

Ecology's partner-drive work on The Washington Coastal Resilience Project will improve risk projections, provide better guidance for land use planners and strengthen capital investment programs for coastal restoration and infrastructure. The goal of SLR planning is to efficiently expand community capacity to "weather" future coastal hazards.

Sea level rise data and information (source Department of Ecology)

Rising sea levels are a serious consequence of climate change. On average, sea levels have swelled over eight inches since 1880, with about three of those inches gained in the past 25 years. The oceans continue to absorb heat from greenhouse gases, resulting in thermal expansion, melting glaciers, and loss of polar ice sheets. Rising waters can lead to:

- Coastal hazards, such as flooding and habitat changes.
- Saltwater contamination in wetlands, aquifers, and agricultural soils.

Sea level rise projections

The Washington Coastal Resiliency Project provides an "updated set of sea level rise projections that incorporates the latest science, provides community-scale projections, and is designed for direct application to risk management and planning. [These] projections reflect the latest science on sea level rise." Ecology recommends using these new projections for coastal impacts assessments within the state of Washington.

Shoreline Management Overview

Purpose and Intent

The Shoreline Management Plan—updated in 2020—acts as a reference to a Shoreline Element, whose purpose is coastal protection and restoration primarily through implementation of the city's codified Shoreline Management sections in NPMC Title 16. The Shoreline Management Act defines a master program as a "... comprehensive use plan for a described area." Shoreline management programs differ from traditional land use plans in that the emphasis is on protecting the shoreline environment, utilizing the shoreline for appropriate uses and managing those uses rather than maximizing development potential.

Key purposes of the Normandy Park Shoreline Management Program are:

- To carry out the responsibilities assigned to the City of Normandy Park by the Washington State Shoreline Management Act (RCW 90.58)
- To further, by adoption, the policies of RCW 90.58, and the goals of the Master Program, both described in the SMP document
- To promote the public health, safety, and general welfare by providing a guide to regulations for the protection, and ongoing restoration of, the shoreline resources of the City of Normandy Park.

Regarding restoration, the plan provides a framework to: (1) understand how restoration of ecological function can be accomplished; and (2) suggests pathways to use the SMP process to accomplish the restoration of impaired shoreline functions associated with the Puget Sound shoreline in Normandy Park. The plan takes care to define "restoration" using Washington Administrative Code (WAC) terms, as:

> *"...the reestablishment or upgrading of impaired ecological shoreline processes or functions. This may be accomplished through measures including, but not limited to, re-vegetation, removal of intrusive shoreline structures and removal or treatment of toxic materials. Restoration does not imply a requirement for returning the shoreline area to aboriginal or pre-European settlement conditions (WAC 173-26-020(27)).*"

Using the WAC definition of restoration, it is clear Normandy Park's efforts are focused on specific shoreline areas where natural ecological functions have been impaired or degraded. The SMA defines "Shorelines of the State" as the total of all shorelines and "Shorelines of Statewide Significance" within the state. Accordingly, Normandy Park's SMP gives preference to uses that meet the principles outlined below, listed in the order of preference. These principles, defined in RCW 90.58.020, are incorporated into the SMP:

- Recognize and protect the statewide interest over local interest
- Preserve the natural character of the shoreline
- Result in long-term over short-term benefit
- Protect the resources and ecology of shorelines
- Increase public access to publicly owned areas of the shoreline
- Increase recreational opportunities for the public on the shoreline.

In the implementation of this policy, the public's opportunity to enjoy the physical and aesthetic qualities of natural Shorelines of the State shall be preserved to the greatest extent feasible, consistent with the overall best interests of the state and the people. To this end, uses shall be preferred that are consistent with control of pollution and prevention of damage to the natural environment or are unique to, or dependent on use of, the state's shorelines. Alteration of the natural condition of the Shorelines of the State, in those limited instances when authorized, shall be given priority for single-family residences, parks, and other improvements facilitating public access to Shorelines of the State, industrial and commercial developments which are particularly dependent on their location on or use of the shorelines of the state, and other development that will provide an opportunity for substantial numbers of people to enjoy the Shorelines of the State.

Protection of shorelines is to be achieved through policies and regulations that safeguard resources from damage caused by use and development.

Development may be prohibited in some areas, but where allowed, it must generally occur in a way that mitigates adverse effects on the natural environment so the net result of the development activity is no worse than the pre-development condition. This is the "No Net Loss" policy mandated by state and federal regulations.

Shorelines of Statewide Significance

The SMP addresses shoreline conditions by dividing the 3.5-mile stretch of shoreline in City limits into six "shorelines of statewide significance" using zoning, land use patterns, habitat type, and geologic data. Areas that may be degraded, that have potential for restoration, or areas with higher levels of shoreline function that should be conserved are identified within each segment, as appropriate. Shoreline designations from the SMP are:

1. Rural Residential
2. Aquatic
3. Urban Conservancy
4. Bluff Conservancy
5. Beach Community

Each segment is mapped, with notes articulating potential restoration and conservation activities associated with each.

Plans and Resources

The SMP lists and describes multiple plans and programs related to the City's shoreline, including the Puget Sound Partnership, the Puget Sound Nearshore Project, the Water Resource Inventory Area (WRIA) 9 Forum: Salmon Habitat Plan, as well as the King County SMP, and the City's own Surface Water Management Division. The plan also lists known existing conservation and restoration activities within Normandy Park, and enumerates several conservation and restoration opportunities the City might undertake to implement SMP goals. The plan also provides an implementation schedule, identifies funding sources and methods to monitor progress made over time.

Environmental Policy Summary

- Protection of ground and surface water quality through land use planning, code enforcement, coordination with other agencies, and other non-project means and methods
- Promotion of soil erosion prevention
- Support for preservation and/or improvement of surface water features and related systems
- Support for developing and maintaining a comprehensive storm sewer system covering all of Normandy Park
- Management of land uses and infrastructure to minimize disruption and enhance the function of natural systems
- Support for resource conservation, city-wide
- Coordination with surrounding jurisdictions and related agencies concerning issues related to environmental conditions in Normandy Park.

Environmental Element Goals and Policies

G.01-EV	Protect and restore shoreline areas, implementing the goals, policies and actions listed in the City's adopted Shoreline Master Program.
G.02-EV	Protect environmentally sensitive areas including ground and surface water quality through: • Land use planning • Comprehensive development review processes • Code enforcement • Coordination with other municipal and state agencies • Use of best available science (BAS).
P.01-EV	Promote on-site water detention, infiltration, or other low impact development means to protect downstream properties, water quality, and/or fish and wildlife habitat.
P.02-EV	Promote measures encouraging proper disposal of hazardous and non-hazardous solid waste.
P.03-EV	Restore and/or preserve identified wetland and marsh areas in Normandy Park, supporting stormwater control, habitat preservation and open space provision.
P.04-EV	Restore and/or preserve buffering vegetation surrounding identified wetland and marsh areas.
P.05-EV	Promote soil erosion prevention techniques, including: • Preservation and/or restoration of natural vegetation • Minimizing the use of grading or cut and fill activities to help retain natural slopes and watershed function.
P.06-EV	Protect, restore and enhance surface water bodies to prevent flooding, erosion, sedimentation, loss of water quality and habitat degradation.
P.07-EV	Using all reasonable and available means, work to prevent private or public entities from causing pollution of surface waters flowing through or into the city from up to five miles from City limits.
P.08-EV	Work to eliminate surface water contamination in Normandy Park, monitoring for contaminants, investigating problem sources and enforcing adopted standards.

P.09-EV	*Shoreline features having historic, cultural, scientific or educational value should be designated and then retained and protected.*
P.10-EV	Plan for, develop and maintain a comprehensive storm sewer system covering all of Normandy Park.
P.11-EV	Plan future shoreline access areas to include ancillary facilities such as parking and sanitation when appropriate.
P.12-EV	Shoreline access and ancillary facilities should be designed and developed to minimize conflicts with adjacent private properties.
P-13-EV	Manage and protect critical areas within the city's shoreline jurisdiction to ensure no net loss of ecological functions. When feasible, restore degraded ecological functions and ecosystem-wide processes. (Reference NPMC 16.04.045)
P-14-EV	Apply the requirement that most supports the provisions of the Shoreline Management Act as stated in RCW 90.58.020 and codified in NPMC Title 16 where critical areas regulations or flood damage prevention regulations conflict with other parts of the Shoreline Management Plan.
P-15-EV	Promote regional and national efforts to restore Puget Sound and its Salish Sea watershed, in coordination with cities, counties, federally recognized tribes, federal and state agencies, utilities, and other partners.
P-16-EV	Enhance the urban tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, manage stormwater, conserve energy, protect and improve mental and physical health, and strengthen economic prosperity. Prioritize places where Black, Indigenous, and other People of Color communities; low-income populations; and other frontline community members live, work, and play.
P-17-EV	Preserve and restore native vegetation and tree canopy to protect habitat, especially where it protects habitat and contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.
P-18-EV	Develop and implement environmental strategies using integrated and interdisciplinary approaches to environmental assessment and planning, in coordination with local jurisdictions, tribes, and other stakeholders.
P-19-EV	Ensure all residents of the region regardless of race, social, or economic status have a clean and healthy environment. Identify, mitigate, and correct for unavoidable negative impacts of public actions that disproportionately affect those frontline communities impacted by existing and historical racial, social, environmental, and economic inequities, and who have limited resources or capacity to adapt to a changing environment.
P-20-EV	Reduce the use of toxic pesticides (as defined in RCW 15.58.040 (2) (b) and fertilizers citywide.
P-21-EV	Collaborate with the scientific community, state and federal agencies, and other jurisdictions to develop detailed, science-based estimates of the magnitude and timing of coastal flooding climate change impacts. Assess the best available science on these projections and incorporate the future climate conditions in land use, Flood Hazard Management, and comprehensive planning.

P-22-EV	Ensure outreach is accessible and prioritize frontline communities. Develop and integrate information about climate change impacts on sea level rise into communications and engagement activities, helping to build greater public understanding of how climate change affects coastal flooding along the Normandy Park shoreline and capacity for resilience to current and future flood risk.
P-23-EV	Support efforts by state agencies and other Puget Sound and Salish Sea organizations to conduct, and periodically update, a climate vulnerability and risk assessment that includes a focus on the built environment, communities, and natural systems. Focus vulnerability assessment on ways in which to mitigate and adapt to climate change impacts to the coastline, including vulnerable low-lying property areas at The Cove, Marine View Park, and Beachfront Community Shoreline areas. Support enhanced data collection for hazard events to provide a fuller understanding of the community's hazard characteristics—including identifying demographic groups/community members most vulnerable to climate impacts. Use assessment findings to evaluate changes to comprehensive plan goals and policies and enhance resilience.
P-24-EV	Explicitly consider sea-level rise in coastal and nearshore habitat restoration projects.
P-25-EV	Consider climate change, including sea-level rise, extreme precipitation, increased winter streamflow, and other impacts, in floodplain management planning.
P-26-EV	Require that proposals for shoreline stabilization along the Normandy Park shoreline demonstrate a need, and require the use of soft shore stabilization methods to the extent practicable to protect sites from wave-driven erosion or flooding exacerbated by sea level rise.
P-27-EV	Consider future climate conditions during siting and design of capital facilities, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle.
P-28-EV	Plan and build facilities, utilities, and infrastructure projects that will avoid or withstand flooding from rising sea levels and associated climate impacts (e.g., changing flood plains).
P-29-EV	Assess the best available sea level rise projections[2] two years prior to each periodic update and incorporate the projections into the Comprehensive Plan where appropriate. [2]Source: Washington Coastal Network/UW Climate Impacts Group
P-30-EV	Ensure that new projects for major maintenance or replacement of utilities, roads, and other public infrastructure consider the impacts of sea-level rise in the location, design, and operation of the projects.
P-31-EV	Ensure that there are diverse multi-modal transportation options that are equipped to operate during extreme events, such as coastal flooding events.
P-32-EV	Refer to the Department of Ecology's Final PFAS Chemical Action Plan (CAP) to guide actions that reduce uses and releases of these toxic chemicals, and actively participate to ensure that responsible parties mitigate documented PFAs impacts to Normandy Park and other airport communities.
P-33-EV	Encourage impacted Tacoma Smelter Plume sites in Normandy Park identified through SEPA review to conduct soil testing and remediation if soil-disturbing activities are part of site redevelopment.

P.34-EV	Work to preserve and restore creeks and outflow areas within the city, improving water quality for Habitat Conservation Areas and distinguishing these efforts from implementing the adopted Shoreline Master Program.
P.35-EV	Shoreline recreational use and development should enhance environmental qualities with minimal adverse effect on the natural environment.
P.36-EV	Discourage use of motorized vehicles on all beaches, excepting existing residential service access by prescriptive easement.
P.37-EV	All transportation facilities in shoreline areas should be constructed and maintained to cause the least possible adverse impacts on the land and water environments, should respect the natural character of the shoreline, and should make every effort to preserve wildlife, aquatic life, and their habitats.
P.38-EV	Encourage efficient use of water and energy in the design of new and remodeled development.
P.39-EV	Encourage the conversion to cost-effective and environmentally sensitive alternative technologies and energy sources.
P.40-EV	Actively participate in sewer district planning and advocate for improvements that will reduce or mitigate the impacts of unsewered areas of Normandy Park.
P.41-EV	Advocate for the improvement of the wastewater treatment plant in Normandy Park to maintain Best Management Practices and Best Available Science standards in treatment and operations.
P.41-EV	Strive to meet federal and state air quality standards for regulated emissions. Reduce emissions of air toxics.

What you will find in this Chapter

- Normandy Park's focus on economic development
- Vision and Assets
- Comparative and Normandy Park Demographics
- Implementation Efforts
- Active economic development Partnerships
- Complete Goal and Policy Framework
- Methods and Data Sources

Introduction

The City of Normandy Park is a beautiful waterfront community offering easy access to SEA International Airport and downtown Seattle. With approximately 7,000 residents and covering an area of about 2.5 square miles, the community places its highest priorities on maintaining and enhancing its quiet residential, safe, and environmental character setting. This has created a welcoming and warm environment for small to medium sized family-owned businesses as well as many home-based businesses.

An economic development element establishes local goals, policies, objectives, and provisions for economic growth and vitality, livability, planning and infrastructure, and business climate.

A focus on economic development in Normandy Park includes identifying assets, understanding comparative demographics, implementing policies through actionable projects, and actively engaging partnerships with other economic development entities. The city's Economic Development Committee provides guidance for City Council economic development programs using the Element, the 2021 Economic Development Implementation Plan (2021), the Council-adopted Economic Development Study and Recommendations Report (2021), and recurring studies and surveys.

Economic Development Vision and Assets

Normandy Park is a desirable, livable, and walkable community with strong character and connections to the natural environment and regional economy that attracts visitors and investment. New and long-standing residents are accommodated by a diverse array of attractive housing options within walking access to a vibrant 1st Ave South with daily goods providers, restaurants, services, and public amenities.

Vision Statements

- **Livability** drives City actions and investments that sustain the community's high quality of life.
- **Connectivity** within the community and to the region allows Normandy Park to leverage its location within a growing regional economy.

- **Environmental stewardship** drives growth and development that enhances the natural environment.
- **Efficiency** enables the city to deliver clear, predictable processes to the community.
- **Financial feasibility** ensures development in Normandy Park is an attractive investment for developers.

Asset Identification

ECONorthwest's **2021 Economic Study and Recommendations Report** assessed opportunities and challenges for Normandy Park's commercial areas through a SWOT (Strengths Weaknesses Opportunities and Threats) analysis. A SWOT analysis is a strategic planning approach that serves as a useful tool for comparing positive attributes, resources, and possibilities against negative factors and constraints.

Normandy Park Assets and Challenges

Located along the shores of Puget Sound, Normandy Park is a small suburban city with access to SEA (SeaTac) International Airport, the food scene in Burien, and recreational opportunities in Des Moines via Highway 509 and I-5. The city prioritizes the health of its residential and small business communities. Normandy Park is home to numerous natural trails and parks that provide residents convenient access to green spaces. Normandy Park also has several high-value residential neighborhoods that are in high demand offering a high quality of life. Generally, Normandy Park has challenges associated with a lack of economic development, isolated location, and retail base not being able to capture the local spending power.

Economic Development and Market Conditions

Normandy Park's neighborhood commercial centers at Towne Center and at Manhattan Village (MVSA) have a diverse tenant mix that provide retail and services to the community. They are in close driving distance to other major commercial centers that compete for a similar customer base. The centers have opportunities to distinguish themselves and Normandy Park as a destination place that sets itself apart from the other competing commercial areas.

Currently there is strong demand for retail spaces which results in low vacancies but limited opportunities for new businesses to locate in the subarea. The strong presence of small businesses in Normandy Park signifies a promising picture for local entrepreneurs trying to open new storefronts. The limited new construction of residential development coupled with high cost of housing, signals demand for more affordable housing options that usually tend to be rental housing units and attached housing that is either ownership or rental. However, a key problem faced by many developers is the uncertainty due to the rising costs of development, limited land to develop, and other development barriers. Some development barriers such as outdated regulations in need of updates can make development less feasible. It is therefore important to consider opportunities to decrease regulatory barriers for new development and to reduce permitting complexity.

Land Use Planning and Regulatory Environment

The primary tools that Normandy Park has at its disposal to support development are associated with the land use and regulatory environment. The City's goals and vision are ambitious, therefore the land use and regulatory environment should be updated and amended to support the desired development for the area. The current regulatory environment in the non-single family residential zoned areas is not supportive of higher intensity development that sometimes is needed to make development projects pencil out financially.

The city should undertake a re-examination of the MVSP Planned Action Ordinance and the Design Standards and Guidelines (NPMC 18.90 and 18.100, respectively) with regard to including the entire commercial corridor (NPMC 18.105.025).

Urban Design
Normandy Park is a suburban city with exceptional views of the Puget Sound and good quality pathways and trails. Current trends suggest a shift in consumer preference and development toward a walkable urban environment in suburban communities. Goals and vision incorporate several best practices for a walkable dense community; therefore it is important that the land uses are supportive of the vision and goals. Land uses and the regulatory environment should be flexible to support new development that help achieve walkable dense mixed-use commercial centers.

Community/Social and Socio-Economic
Overall, the area's steady population and household increases have created demand for several retail goods and services in the City as a whole. The two centers are in a position to attract incremental commercial development and/ or reposition of existing commercial buildings. There are some underutilized development opportunities in areas that lack retail density and activity: solutions might include a temporary food cart pod to enhance visitation, foot traffic, and demand for retail.

Transportation
Generally, Normandy Park has some good walkable streets and clearly defined commercial nodes. The City has recently made sidewalk improvements notably around the Manhattan Village Shopping Center and Southwest 178th Street and extending 1st Ave S.- walkability south from SW 174th St to SW 176th St. However, the centers lack alternative transportation options and do not have good multi-modal paths. As a result, shopping center customers rely on a car and adequate parking to get to there. Parking availability and increasing multi-modal transportation options is important to business success.

Infrastructure and Utilities
Infrastructure and utilities for new development can substantially increase development costs on a project. It is unknown yet whether new development would need to improve existing infrastructure or utilities to support the development. The City should explore funding tools such as TIF to help fund needed infrastructure and utility projects to support new development.

Environmental and Natural Conditions
Generally, most of the land in the commercial areas is flat and does not have any areas with steep slopes which could make new development challenging. Part of the MVSA is a designated receiving site for TDR Program, which help preserve land and steer development growth away from rural and resource lands. Additional incentives could be explored to encourage greater use and performance of the TDR program.

Opportunities	Challenges
• Support Normandy Park as a destination for specialty use and leverage local assets • Leverage Puget sound views for use as a part of mixed-use development • Explore temporary activation uses to attract visitors (i.e., food carts, place-making, farmers markets, outdoor seating, and dining) • Partner with landowners/developers to develop key opportunity sites • Consider the creation of a mid-term redevelopment strategy for key opportunity site(s) • Update/ amend development regulations for greater retail flexibility and higher intensity development • Explore land division of parcels for incremental/ phased development • Continue making street improvements along 1st Ave South for increased ped/ bike connections	• Proximity to other competing commercial centers • Limited opportunity for infill development • Regulatory barriers • High cost of new development • Parking supply • Limited ped/ bike connections and sidewalks • Infrastructure • Contaminated soils at Harris Property

Source: ECONorthwest 2021

Comparative Demographics

Normandy Park sustains itself through comparison and competition with other communities. These groups provide touchpoints and measurements against which Normandy Park can compare its own relative economic health. This list varies over time, but its starting point is synchronicity between similar populations, land area, incomes, and a geographically comparable place within central Puget Sound's social, spatial, and land use geography.

V2050 Cities and Towns is a regional geography in VISION 2050 that refers to cities and towns with smaller downtown and local centers and may be served by local transit.

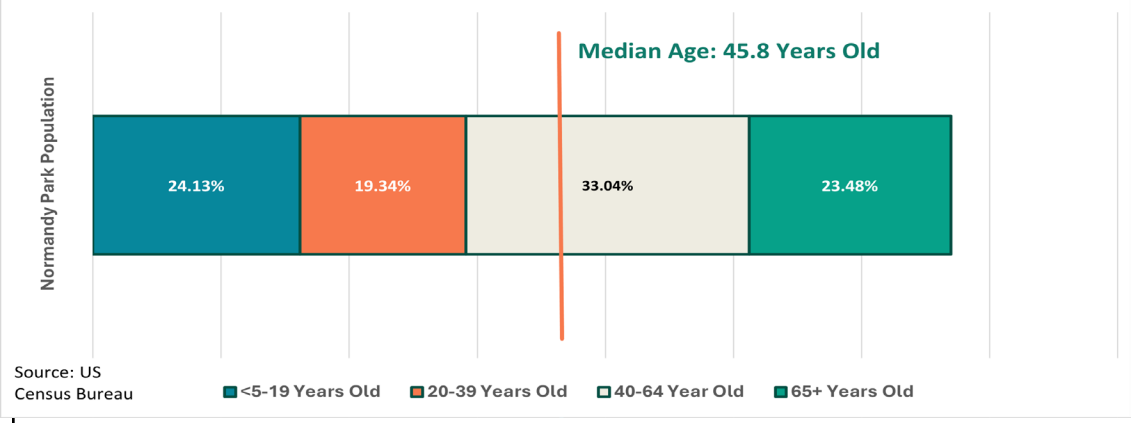
South King Housing and Homelessness Partners (SKHHP) is a joint board formed by an interlocal agreement between the jurisdictions of Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Maple Valley, Normandy Park, Renton, Sea Tac, Tukwila, and King County. Through SKHHP, South King County jurisdictions can take a coordinated and comprehensive approach to increasing housing stability and producing and preserving quality affordable housing. This collaborative model is based on similar approaches used in Snohomish County (AHA) and East King County (ARCH).

Soundside Alliance for Economic Development is a partnership of five Seattle area cities (Burien, Des Moines, Normandy Park, SeaTac, and Tukwila), the Port of Seattle, Highline College, and the Seattle Southside Chamber of Commerce. As a collective, the partnership believes Southwest King County exists as a singular destination for businesses of all shapes and sizes, for economic growth, and for prosperity.

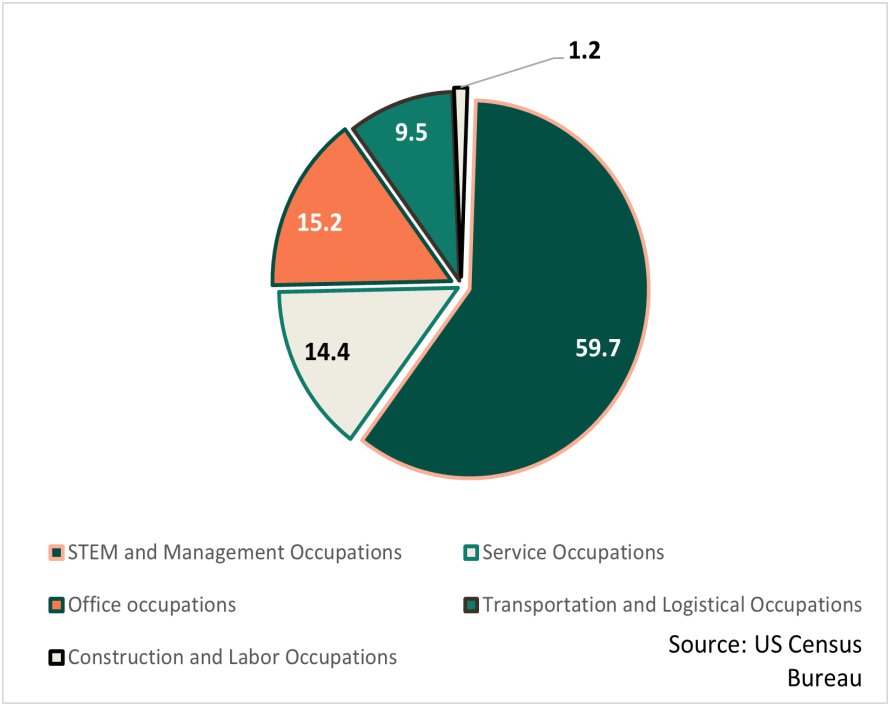
Comparable Municipality	Population OFM 4/1/24	Housing Units OFM 4/1/24	Median Household Income (ACS 2022)	V2050 Cities and Towns	SKHHP member	Soundside Opportunity Alliance	Coalition of Police Agencies member
Normandy Park	6,855	2,849	$122,467	Yes	Yes	Yes	Yes
Beaux Arts	315	118	$353,489	Yes			
Duvall	8,530	3,009	$168,663	Yes			Yes
Lake Forest Park	13,660	5,589	$152,010	Yes			Yes
Medina	2,925	1,140	$244,740	Yes			Yes
Newcastle	13,610	5,830	$151,007	Yes			
SeaTac	31,740	11,825	$79,433		Yes	Yes	
Des Moines	33,260	13,845	$81,362		Yes	Yes	
Burien	52,560	21,065	$84,583		Yes		

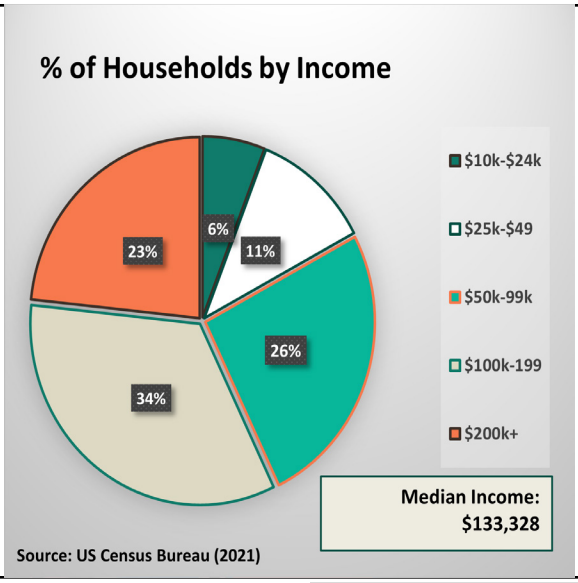
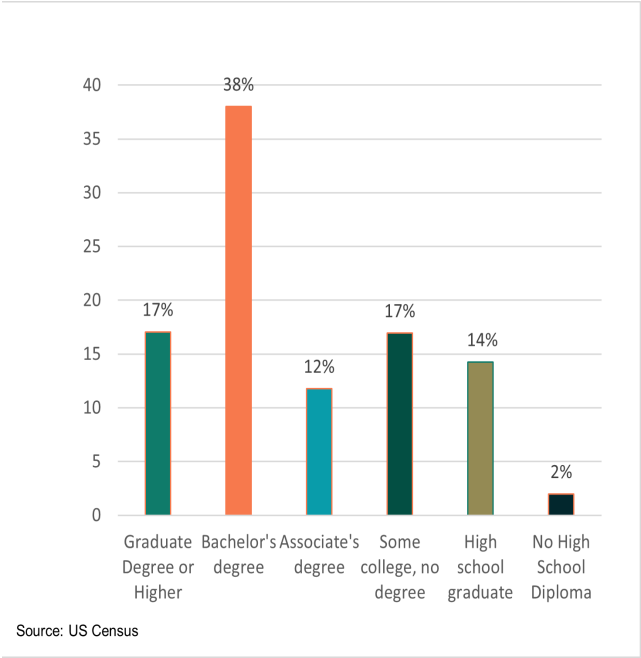
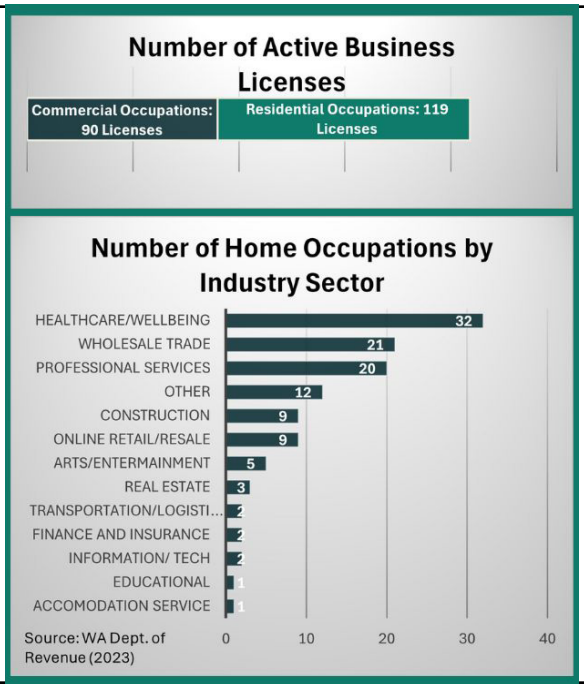
Normandy Park Demographics

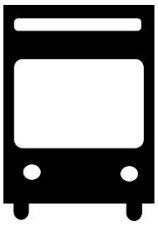
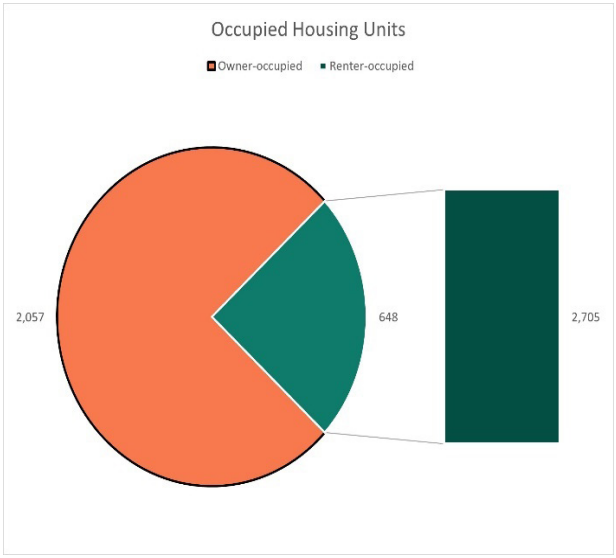
Median Age



Resident Occupations



Percent of Households by Income	
Educational Attainment 25 years+	
Growth in Business Licenses and Home Occupations	

Transportation Choices	  **Means of Transportation** • 66% of Residents Drive Alone • 23% of Residents Work from Home • 6.5% of Residents Carpool • 2.7% of Residents use Public Transportation • 1.8% of Residents use Motorcycle, taxicab or Other means • Average Commute: 25 minutes Source: US Census Bureau
Owner versus Renter	

Implementing Policies through Actionable Projects Framework

Economic Development Implementation Plan

The Economic Development Element's Implementation Plan was created to coincide with the Economic Development Element. It serves as an ongoing and updateable blueprint for the goals and policies determined in the element and further defines action steps for implementation, roles for collaborators, timelines, milestones, and additional resources needed. For each goal, a range of one to six different policies have been identified with 15 potential leads, supports and potential partnerships. Partners ranged from city departments to private nonprofits and other governmental agencies.

Economic Study and Recommendations Report

ECONorthwest's **Economic Study and Recommendations Report** examined the implementation plan and the economic development environment and set forth several actions that the city could initiate and finish within defined periods. In the report, these actions are known as recommendations.

The report aimed to help address how the city could increase the vibrancy, attraction, and economic stability of the Normandy Park commercial and mixed-use areas starting from the Manhattan Village Subarea, down along the 1st Avenue South corridor, then to the Normandy Park Towne Center and environs.

Recommendations

- *Support Existing Businesses*: Improve the retail experience, fill gaps in the retail environment, enhance existing support and build capacity for local business champions through partnerships
- *Align Regulations with the Needs of New Development*: Address regulatory barriers; improve regulatory code clarity; amend/update the regulatory environment, adjust parking requirements, recalibrate the TDR Program; explore amendments to the cottage housing code regulations.
- *Infrastructure and Transportation*: Improve pedestrian and bicycle connections; leverage infrastructure improvements to create an identify for Normandy Park
- *Development Strategy Framework*: Develop a development strategy framework with tax increment financing (TIF) funding.

The 2021 Economic Study and Recommendations Report prepared by ECONorthwest has significant chapters that provide a fuller picture of the demographic characteristics of market area residents (5.1-5.2), real estate market conditions and trends (6.1-6.4); retail leakage and opportunities (7.1-7.2). These are all incorporated by reference into this Element.

These recommendations form the basis for the policies in this Element to implement economic development in Normandy Park.

Active Economic Development Partnerships

Key economic development partnerships have served the city well over the years. These include our oldest partner *Seattle Southside Chamber of Commerce* which serves the southside communities of Burien, Des Moines, Normandy Park, SeaTac, and Tukwila (and beyond) since 1988. SSCC are dedicated to creating the most vibrant, equitable, and inclusive region by advocating and building awareness for business.

Normandy Park also partners with *Highline College and its SBDC*. The Washington Small Business Development Center (SBDC) network, hosted statewide by Washington State University, is an accredited member of America's SBDC. It is funded in part through a cooperative agreement with the U.S. Small Business Administration, institutions of higher education, economic development organizations and other public and private funding partners including Normandy Park.

We partner with *South King Housing and Homeless Partners*, because housing is an integral part of the economic health of a community and region. SKHHP's mission is to assist South King County jurisdictions working together and sharing resources to create a coordinated, comprehensive, and equitable approach to increasing housing stability, reducing homelessness, and producing and preserving quality affordable housing in South King County. SKHHP partner objectives include:

- Sharing technical information and resources to promote sound housing policy
- Coordinating public resources to attract greater private and public investment
- Providing an unified voice for South King County

The *Soundside Alliance for Economic Development* is a partnership of five Seattle area cities (Burien, Des Moines, Normandy Park, SeaTac, and Tukwila), the Port of Seattle, Highline College, and the Seattle Southside Chamber of Commerce. As a collective, the Alliance advocates for Southwest King County as a singular destination for businesses of all shapes and sizes, for economic growth, and for prosperity.

Normandy Park also partners with other communities affected by SEA Airport including its environmental and business impacts through informed city participation in the *Sustainable Airport Master Plan (SAMP)* process.

Normandy Park is also a member—with two community members and the city manager participating—in the *SEA Stakeholder Advisory Round Table*. This effort, known as StART, provides a forum that fosters a spirit of goodwill, respect, and openness while encouraging candid discussion between the Port and residential and business community members from the Highline Forum-member cities of SeaTac, Burien, Des Moines, Normandy Park, Tukwila, and Federal Way. StART is the preeminent forum for information-sharing, discussing Highline Forum-member cities' concerns, and providing feedback to the Port for issues related to the airport.

Economic Development Goals and Policies

- G.01-ED Encourage private investment within Normandy Park commercial areas identified for targeted redevelopment support
- G.02-ED Make strategic Investments in quality-of-life amenities and beautification to spur economic growth and increase community livability
- G.03-ED Ensure overall city processes and development regulations support economic Development
- G.04-ED Support existing businesses and grow the city tax base
- G.05-ED Participate in regional efforts and strengthen city partnerships to support local economic development opportunities

G.01-ED	Encourage private investment within Normandy Park commercial areas identified for targeted redevelopment support.
P.01.1-ED	Improve the retail experience of business owners and customers located in *Economic Development Implementation Study Areas* (NPMC 18.105.025), building a reliable environment for sales tax stability.
P.01.2-ED	Explore a code that fosters a high-quality public realm by applying the Land-Based Classification Standards (LBCS) to the Land Use Chart in NPMC 18.10.060 so that permitted commercial land and uses are allowed more flexibility in use, based on the LBCS. This coding standard "extends the notion of classifying land uses by refining traditional categories into multiple dimensions including activities, functions, building types, site development character, and ownership constraints. Each dimension has its own set of categories. These multiple dimensions allow users to have precise control over land-use classes." (https: planning.org/lbcs)
P.01.3-ED	Redefine community vibrancy, connectivity, stability, and placemaking through an Asset-Based Community Development (ABCD) model applied to a re-examination in a work program of the purpose, intent, and geographic area definition of the MVPAO, to result in development regulation amendments.
P.01.4-ED	Encourage emerging urban forms that provide shared, collaborative spaces for a changing workforce and workplaces and which integrate the residential character of Normandy Park.

P.01.5-ED	Explore opportunities to create a central community gathering place/town center on 1st Avenue South.
P.01.6-ED	Explore a gateway design on Normandy Road at 1st Avenue South.
G.02-ED	Make strategic investments in quality-of-life amenities and beautification to spur economic growth and increase community livability while maintaining the neighborhood character of Normandy Park as that character is defined in this Plan.
G.03-ED	Ensure overall city processes and development regulations support Economic Development implementation efforts adopted by the City Council.
P.03.1-ED	Maintain a 'best practice' focus on the city's online permitting process.
P.03.2-ED	Audit and update regulations, procedures, and fees to remove barriers to business formation and development while remaining effective and protecting community character.
P.03.3-ED	Foster a culture of continuous improvement to become a high-performing government.
P.03.4-ED	Specifically support technology access for residents and businesses in the areas of broadband access and streamlining regulations with targeted code amendments for cellular service infrastructure.
G.04-ED	Support existing businesses and grow the city's tax base.
P.04.1-ED	Continue to maintain dialogue with existing business and property owners through regular surveys to identify and address concerns and needs.
P.04.2-ED	Create a marketing plan and supporting print and electronic communications to promote Normandy Park's assets, business climate, and events.
P.04.3-ED	Continue to support events that bring visitors, serve residents, and increase foot traffic in the City's commercial nodes.
P.04.4-ED	Encourage local retail and commercial investment suited to current and future residents that expands the local availability of daily good and services and captures more of the spending power in the community
G.05-ED	Continue to participate in regional economic development efforts and strengthen city partnerships through Soundside Opportunity Alliance, StART, SKHHP and the Housing Capital Fund, Seattle Southside Chamber of Commerce, and Highline College's Small Business Development Center to support local economic development opportunities.
P.05.1-ED	Continue to participate in and advocate for Normandy Park's interests in inter-governmental partnerships and regional efforts.
P.05.2-ED	Coordinate with the Seattle Southside Chamber of Commerce on efforts to support local business and development opportunities.
P.05.3-ED	Continue to partner with King County Metro on innovative solutions to address connectivity to public transit.

Methods and Data Sources

- *US Census American Community Survey (ACS) 5-year Estimates.* In general, the analysis uses the 2017-2022 five-year estimates to support analysis at the city level.
- *US Department of Housing and Urban Development (HUD).* HUD releases housing data annually under the Compre-

hensive Housing Affordability Strategy program (CHAS). Data is based on ACS 5- year estimates, and provides information on housing affordability, house- hold income, and household composition.

- *Washington State Office of Financial Management (OFM) April 1 population estimates.* OFM develops inter-census estimates of the populations of all cities and towns in the state released annually on April 1. These estimates are considered the official jurisdictional population and are used in state program administration and to allocate revenues.
- *Puget Sound Regional Council (PSRC).* PSRC releases employment data based on information from the Employment Security Department.

The Glossary provides definitions of words, terms, and land use definitions that are used in a particular way in the Comprehensive Plan. Some terms may also be defined in the NPMC or other regulations. Where definitions are provided in the NPMC, these take precedence for the purposes of the Code's application. All definitions for Shoreline Management are in the NPMC.

A

Accessory dwelling unit means a dwelling unit located on the same lot as a single-family housing unit, duplex, or other housing unit.

Active transportation means forms of pedestrian mobility including walking or running, the use of a mobility assistive device such as a wheelchair, bicycling and cycling irrespective of the number of wheels, and the use of small personal devices such as foot scooters or skateboards. Active transportation includes both traditional and electric assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with disabilities act and the distinct needs of each form of active transportation.

Active transportation facilities means facilities provided for the safety and mobility of active transportation users including, but not limited to, trails, as defined in RCW 47.30.005, sidewalks, bike lanes, shared-use paths, and other facilities in the public right-of-way.

Adequate Provision for existing and projected needs of all economic segments of the community, including:

(i) Incorporating consideration for low, very low, extremely low, and moderate-income households;
(ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
(iii) Consideration of housing locations in relation to employment location; and
iv) Consideration of the role of accessory dwelling units in meeting housing needs.
(vi) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:
    a. Zoning that may have a discriminatory effect;
    b. Disinvestment; and
    c. Infrastructure availability;
(vi) Identifies and implements policies and regulations to address and begin to undo racially disparate im pacts, displacement, and exclusion in housing caused by local policies, plans, and actions;
(vii) Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and

(viii) Establishes antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing.

Adequate public facilities means facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Affordable housing means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

(a) For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or

(b) For owner-occupied housing, 80 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Area Median Income (AMI) The midpoint of a King County's income distribution; half of households earn more than the median, and half earn less than the median. For housing policy and planning purposes, income thresholds are used to define the affordability of housing units to households.

Asset Based Community Development (ABCD) a strategy for sustainable community-driven development. Beyond the mobilization of a particular community, ABCD is concerned with how to link micro-assets to the macro-environment. The appeal of ABCD lies in its premise that communities can drive the development process themselves by identifying and mobilizing existing, but often unrecognized assets, and thereby responding to and creating local economic opportunity.

Attached accessory dwelling unit means an accessory dwelling unit located within or attached to a single-family housing unit, duplex, triplex, townhome, or other housing unit.

B

Best available science (BAS) is that scientific information applicable to the critical area prepared by local, state or federal natural resource agencies, a qualified scientific professional or team of qualified scientific professionals, as described in RCW 36.70A.172 and that is consistent with criteria established in WAC 365-195-900 through 365-195-925.

Best Management Practice (BMP) method(s) by which the adverse impacts of development and redevelopment are controlled through their application; BMPs are defined in the state's stormwater manual as "schedules of activities, prohibitions of practices, maintenance procedures, and structural and/or managerial practices, that when used singly or in combination, prevent or reduce the release of pollutants to waters of Washington State." The types of BMPs identified by the state are source control, runoff treatment, and flow control.

Broadband service means any service providing advanced telecommunications capability, including internet access and access to high quality voice, data, graphics or video. To be considered advanced telecommunications, broadband must be at, or above, a minimum download speed and a minimum upload speed.

C

Calculated zoning capacity is municipal actions taken under RCW 36.70A.215 Land Capacity Analysis to provide sufficient land capacity for development.

Capital Facilities are structures, improvements, pieces of equipment or other major assets, including land, that have an established minimum dollar value of $25,000 and useful life of greater than 5 years. Capital facilities are provided by and for public purposes and services.

Capital Improvement Program (CIP)/ Capital Facilities Plan contains a list of capital projects with estimated costs and proposed methods of financing, and a timeline. CIPs are usually prepared for six or more years, updated biennially, and coordinated with the comprehensive planning process. Public expenditures for facilities and other physical items not meeting the minimum dollar and useful life criteria usually will be categorized as replacement and maintenance expenditures. For example, replacement of a fire engine would be a capital facility, while replacement of a fire hose would typically be viewed as a replacement item.

Climate change means a change of climate attributed directly or indirectly to human activity that alters the composition of the global atmosphere.

Climate resilience is the ongoing process of anticipating, preparing for, and adapting to changes in climate and minimizing negative impacts to our natural systems, infrastructure, and communities. For natural systems, increasing climate resilience involves restoring and increasing the health, function, and integrity of our ecosystems and improving their ability to absorb and recover from climate-affected disturbances. For communities, increasing climate resilience means enhancing their ability to understand, prevent, adapt, and recover from climate impacts to people and infrastructure.

Community Characteristics are the touchpoints of community identity and values and identify the assets that tie directly to the plan's elements (chapters) that provide the city's long-range policy direction for a number of topics. Community Characteristics combine with the Vision and Policies help ensure that the work of the city is coordinated and help the community achieve its potential.

Community Land Trust (CLT) is a private non-profit community organization that holds land in trust in order to provide affordable housing and other opportunities.

Complete Streets means an approach to planning, designing, building, operating, and maintaining streets that enable safe access along and across the street for all people, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. It incorporates principles of a safe system approach.

Comprehensive plan means a generalized coordinated land use policy statement including a future land use map) of the governing body of a city that is adopted pursuant to RCW 36.70A.

Concurrency assures that those public facilities and services necessary to support development are adequate to serve that development at the time it is available for occupancy and use, without decreasing service levels below locally established minimum standards. Concurrency describes the situation in which adequate facilities are available when the impacts of development occur, or within a specified time thereafter. Concurrency ensures consistency in land use approval and the development of adequate public facilities as plans are implemented, and it prevents development that is inconsistent with the public facilities necessary to support the development.

Countywide Planning Policies (CPP). For the purposes of RCW 36.70A.210, a "countywide planning policy" is a written policy statement or statements used solely for establishing a countywide framework from which county and city comprehensive plans are developed and adopted pursuant to this chapter. This framework shall ensure that city and county comprehensive plans are consistent as required in RCW 36.70A.100. Nothing in this definition shall be construed to alter the land-use powers of cities.

Critical Areas Ordinance (CAO) as codified at NPMC 18.36.

D

Detached accessory dwelling unit means an accessory dwelling unit that consists partly or entirely of a building that is separate and detached from a single-family housing unit, duplex, or other housing unit and is on the same property.

Development Agreement sets forth the development standards and other provisions that shall apply to and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement. A development agreement shall be consistent with applicable development regulations adopted by a local government planning under chapter 36.70A RCW.

Development regulations or **regulation** means the controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, official controls, planned unit development ordinances, subdivision ordinances, development agreements, and binding site plan ordinances together with any amendments thereto.

Dwelling unit means a residential living unit that provides complete independent living facilities for one or more persons and that includes permanent provisions for living, sleeping, eating, cooking, and sanitation.

Duty to Serve for public utilities as defined by WAC 365-196-210(39) which have an obligation to provide service upon demand. In other words, the utility companies must provide service to customers within their service territory as it is requested. This is known as a utility's duty to serve. Consistent with this duty, the utility providers follow growth and will provide service to development in accordance with service territories.

E

Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits.

Environmental harm means the individual or cumulative environmental health impacts and risks to communities caused by historic, current, or projected:

(a) Exposure to pollution, conventional or toxic pollutants, environmental hazards, or other contamination in the air, water, and land;

(b) Adverse environmental effects, including exposure to contamination, hazardous substances, or pollution that increase the risk of adverse environmental health outcomes or create vulnerabilities to the impacts of climate change;

(c) Loss or impairment of ecosystem functions or traditional food resources or loss of access to gather cultural resources or harvest traditional foods; or

(d) Health and economic impacts from climate change.

Environmental health disparities map means the data and information developed pursuant to RCW 43.70.815.

Extremely low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below thirty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Existing and Projected Housing Needs is an inventory and analysis that identifies the number of housing units necessary to manage projected growth.

F

Functional Plans are separate from the Comprehensive Plan and provide for specific implementation of Comprehensive Plan policies and guidance. For Normandy Park they include Economic Development Implementation Plan (2021); Economic Development Study and Recommendations Report (2021); Parks, Recreation, Open Space, and Trails Plan – 2024; Comprehensive Stormwater Plan – 2022; Stormwater Management Program (SWMP) Plan – 2022; Capital Facilities Plan – 2024; and National Pollution Discharge Elimination System (NPDES) permit.

Future Land Use Map (FLUM) is the geographic representation of Normandy Park's land use designations corresponding to its urban growth capacity represented in zoning districts.

G

Gross floor area means the interior habitable area of a dwelling unit including basements and attics but not including a garage or accessory structure.

Growth Management Act (GMA RCW 36.70A and 36.70B) requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, preparing comprehensive plans and implementing them through capital investments and development regulations.

Greenhouse Gas emissions (GHG) (GHG) (k) "Greenhouse gas," "greenhouse gases," "GHG," and "GHGs" includes carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Beginning on January 1, 2012, "greenhouse gas" also includes any other gas or gases designated by ecology by rule in Table A-1 in WAC 173- 441-040.

H

Housing All Planning Tool (HAPT), Commerce is a March 2023 housing guidance update that contains final projected housing needs projections for Periodic Updates.

Highline SBDC The Washington Small Business Development Center (SBDC) at Highline College is a network of more than 30 expert business advisors working in communities across the state to help entrepreneurs or small business owners start, grow or buy/sell a business.

Household Those persons, related or unrelated, who occupy a single housing unit as their usual place of residence. The NPMC lists exclusions including transients; individuals or groups residing in halfway houses; crisis residential centers; group homes licensed for juvenile offenders, or other facilities where those residing therein

are incarcerated or otherwise required to reside at the facility.

I

J

Joint-Use Agreement is an agreement between two or more entities, such as a city, county, school district, nonprofit or private organization, to share capital, operating costs and responsibilities for a facility. Examples include recreational space, meeting facilities, libraries and community centers.

K

King County Regional Affordable Housing Dashboard provides community access to metrics and performance measures as key tools for understanding King County's housing affordability crisis and demonstrating the impact of solutions to address it. The Dashboard brings together multiple data sources to demonstrate the extent of the crisis, establish a baseline towards measuring progress to eliminate housing cost burden among King County's low-income households by 2040, and provide downloadable resources for policymakers, planners, and researchers.

King County Cities Climate Collaboration (K4C) is a partnership of 23 local governments in King County, combining knowledge, resources, and advocacy power to accelerate collective climate action in King County and across the state. K4C partners work together to reduce harmful greenhouse gas emissions by sustainably increasing mobility, investing in renewable energy, promoting clean energy use in buildings and vehicles, and expanding farm and forest protection.

L

Land Based Classification Standards (LBCS) model extends the notion of classifying land uses by refining traditional categories into multiple dimensions, such as activities, functions, building types, site development character, and ownership constraints. Each dimension has its own set of categories and subcategories. These multiple dimensions allow users to have precise control over land-use classifications.

Land Capacity Analysis (LCA) measures land capacity derived from an estimate of vacant land plus the redevelopment potential of land already partially developed or underutilized. Discount factors are applied to the estimate of land capacity to account for probable constraints and likelihood of developing the land over the 20-year planning period.

Land Use Designations (Normandy Park)

Residential Very Low Density - This designation provides for predominantly single-family residential development at densities typically between 2 and 3.25 dwelling units/acre.

Residential Low Density - This designation provides for predominantly single-family and multi-family residential development at densities typically between 6 (R-7.2) and 8 (R-5) dwelling units per acre.

Residential Medium Low Density - This designation provides for multi-family development at densities up to 18 dwelling units/acre.

Residential Medium High Density - This designation provides for multi-family development at densities up to 24 dwelling units/acre.

Neighborhood Commercial/Medium High Density This designation provides for mutually supporting shopping, business, and personal service activities. Professional offices and multiple-family residential uses are

encouraged as secondary uses. The residential component (if included) of an NC project provides for a max. 1 FAR = density @ 45 DU/acre.

Mixed Use/Medium High Density – This designation combines professional office, medical clinics, and business office, limited personal services, multiple-family residential, and related uses. The residential component (if included) of an MU project provides for a max. .75 FAR = density @ 45 DU/acre.

Level of Service (LOS) is a standard used by public agencies to measure the quality or effectiveness of a municipal service like police, fire, or library, or the performance of a facility, like a street or highway.

Level of Service (LOS) Automobile is a qualitative measure used to relate the quality of traffic service, categorizing traffic flow based on performance measure like speed, density, etc. Manuals published by the National Academies of Science Transportation Research Board (Highway Capacity Manual, "HCM") and the American Association of State Highway and Transportation Officials ("Green Book") provide the following LOS categories:

LOS A - Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

LOS B - Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

LOS C - Denotes a reasonably steady, high volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

LOS D - Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop, and cars may have to wait through one cycle during short peaks.

LOS E - Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

LOS F - Describes unsatisfactory stop-and go traffic characterized by traffic jams and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal change and "upstream" intersections may be blocked by the long queues.

While the above categories are still commonly used in North America, it is now widely recognized that broader definitions are needed that provide a more complete picture of transportation service, including modes of travel other than the automobile, non-highway portions of the system and ways to evaluate system performance rather than specific locations within the system. The Transportation Element establishes separate LOS standards for transit, walking and bicycling.

Low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

M

Middle housing means buildings that are compatible in scale, form, and character with single-family houses and contain up to two attached, stacked, or clustered homes including duplexes and accessory dwelling units.

Moderate-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below 120 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Mixed-use is any building or buildings containing a combination of residential and commercial units, whether title to the entire property is held in single or undivided ownership or title to individual units is held by owners who also, directly or indirectly through an association, own real property in common with the other unit owners.

Mode split is the set of mode shares for a population of commuters commuting to a worksite. The sum of the mode shares for the population is one hundred percent.

Multimodal Transportation is bicycle, pedestrian, transit, and equestrian transportation modes.

N

Naturally Occurring Affordable Housing (NOAH) throughout South King County is the largest share of housing accessible to middle and low-income households in the unregulated/ unrestricted affordable housing stock.

Nonprofit entity as used in non-profit housing developer means a nonprofit as defined in RCW 84.36.800 that is exempt from federal income taxation under 26 U.S.C. Sec. 501(c)(3) of the federal internal revenue code of 1986, as amended.

Neighborhood Electric Vehicles (NEV) is a four-wheeled electric vehicle that has a maximum speed greater than 20 miles per hour (mph) but not more than 25 mph. All vehicles must comply with the safety standards established in Title 49 of the USCFR, section 571.500. Drivers must maintain a defined level of insurance coverage for all registered vehicles.

No Net Loss as applied to development or interventions impacting critical areas, means that the systemic functions and values of such areas shall not be diminished. Used only with reference to NPMC Chapter 18.36 (Critical Areas) and Chapter 16 (Shorelines).

O

On-site sewage system (OSS) means an integrated system of components, located on or nearby the property it serves, that conveys, stores, treats, and/or provides subsurface soil treatment and dispersal of sewage. It consists of a collection system, a treatment component or treatment sequence, and a soil dispersal component. An on-site sewage system also refers to a holding tank sewage system or other system that does not have a soil dispersal component.

Owner means any person who has at least 50 percent ownership in a property on which an accessory dwelling unit is located.

Overlay District means a designated area within a base zoning district for which specific land use regulations apply, in addition to the base zoning requirements.

P

Per- and polyfluoroalkyl substances (PFAS) are a large group of manufactured “forever chemicals” — they never disappear from the environment. Some of them also build up in people, wildlife, and the environment (known as bioaccumulation).

Principal unit means the single-family housing unit, duplex, or other housing unit located on the same lot as an accessory dwelling unit.

PROST is the Parks, Recreation, Open Space, and Trails Plan, a functional plan of the Comprehensive Plan.

Puget Sound Regional Council (PSRC) is the Metropolitan Planning Organization (MPO), the Regional Transportation Planning Organization (RTPO), and the Economic Development District (EDD) Board for the central Puget Sound region. PSRC develops policies and coordinates decisions about regional growth including Vision 2050, transportation and economic development planning within King, Kitsap, Pierce and Snohomish counties.

Public facilities include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public services include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Q

Qualifying property is owned by religious organizations, or non-profit housing entities, or surplus property owned by public entities.

R

Religious organization means the federally protected practice of a recognized non-profit religious assembly, school, or institution that controls real property that is the subject of an application for an affordable housing development or for a temporary homeless encampment permit.

Resilience is the capacity of a system, community, or society potentially exposed to hazards to adapt, by resisting or changing, in order to reach and maintain an acceptable level of functioning and structure. This is determined by the degree to which the social system is capable of organizing itself to increase its capacity for learning from past disasters for better future protection and to improve risk reduction measures.

S

Sea-level rise (SLR) - The upward trend in average sea-level height. The upward trend in average sealevel height linked to three primary factors: 1) thermal expansion of the ocean, 2) melting glaciers and 3) loss of Greenland and Antarctica's ice sheets.

Short-term rental (STR) means a lodging use, that is not a hotel or motel or bed and breakfast, in which a dwelling unit, or portion thereof, is offered or provided to a guest by a short-term rental operator for a fee for fewer than 30 consecutive nights.

Single-family zones means those zones where single-family detached housing is the predominant land use.

South King Housing and Homelessness Partners (SKHHP) was formed in 2019 by an Interlocal Agreement between cities in South King County and King County, the South King Housing and Homelessness Partners (SKHHP) are dedicated to the creation and preservation of affordable housing in our region. The **Housing Capital Fund** is the first of its kind in South King County. The Fund invests local funding from SKHHP member cities in the creation and preservation of affordable homes for low-income renter households earning up to 60% area median income (AMI) and up to 80% AMI for homeownership in South King County.

Special Districts and special purpose districts In Washington State are limited purpose local governments separate from a city, town, or county government. Generally, they perform a single function, though some perform a limited number of functions. They provide an array of services and facilities that are not otherwise available

from city or county governments. There is no single uniform definition of a special district or a special purpose district in the RCW. Special districts and special purpose districts are defined within the context of a particular title or chapter of the RCW. The definition generally applies only to the provisions addressed by a particular statute. The legislation enabling a "district" may call it something other than special purpose district, leaving it to be determined whether it has a separate governing body and fiscal autonomy.

T

Targets or capacity are the number and types of new housing units needed to serve the projected growth and the income ranges within it. This should be used to designate sufficient land capacity suitable for development in the land use element.

Transfer of Development Rights (TDR) A program that can relocate potential development from areas where proposed land uses or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

U

Urban governmental services or **urban services** include those public services and public facilities at an intensity historically and typically provided in cities, specifically including storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

Urban growth refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands designated pursuant to RCW 36.70A.130.

Urban growth area (UGA) means those areas designated by a county pursuant to RCW 36.70A.110.

Urban Forest includes tree-lined roadways, open green spaces, undeveloped forests, greenbelts and parks, along with other public and private spaces within an urban area.

V

Vision 2050 is the region's plan for growth. By 2050, the region's population will reach 5.8 million people. The region's cities, counties, Tribes, ports, agencies, businesses, and communities have worked together to develop VISION 2050 to prepare for this growth and serve as a guide for sustaining a healthy environment, thriving communities and a strong economy. VISION 2050 is a plan for the long-term that can be adjusted as the region changes.

Very low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below fifty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Vulnerable populations means population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health

care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher rates of hospitalization.

Vehicle-Miles Traveled (VMT) One vehicle traveling one mile. Total vehicle miles is the aggregate mileage traveled by all vehicles. VMT is a key measure of overall street and highway use. Reducing VMT is a major objective in efforts to reduce vehicular congestion and achieve air quality goals.

W

WRIA The Department of Ecology and other state natural resources agencies have divided the state into sixty-two Water Resource Inventory Areas to delineate the state's major watersheds.

Wildland urban interface (WUI) is the geographical area where structures and other human development meets or intermingles with wildland vegetative fuels.

Walkable Community where goods (such as housing, offices, and retail) and services (such as transportation, schools, and libraries) that a community resident or employee needs on a regular basis are located within an easy and safe walk. Walkable communities facilitate pedestrian activity, expand transportation options, and create a streetscape that better serves a range of users including pedestrians, bicyclists, transit riders, and automobiles.

X

Y

Z